



The Hongkong Telegraph

(ESTABLISHED 1881)



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TO-DAY'S CHINESE TELEGRAMS.

THE PEACE PROBLEM.

Shanghai, June 11. In a reply to the Military Government in Canton, the State Department has declared that the question of what Sun Yat-sen, Tang Shao-yi, Wu Ting-fang and Tong Chi-yau have proposed, and the change of the chief peace commissioner of the South are matters which concern the south-east alone, and have nothing to do with the North. It adds that the request to change Wong Yip-tong, the chief peace commissioner of the North, cannot be complied with.

OBSTRUCTING THE SETTLEMENT.

Peking, June 11. Tuan Chu-kwai, Chief Commander of protecting guards in Peking, and a number of Northern high military officials, have jointly declared that Tam Yin-hoi, the Chief Commander of Southern troops, has purposely hindered the proceedings of the Peace Conference by attacking and seizing cities in Hunan. The Peace Conference must be reopened without delay, and anyone who creates obstacles must be considered the country's common enemy, and must be dealt with by extreme measures.

EARLIER TELEGRAMS.

THE GERMAN GOVERNMENT.

Berlin, June 8. The Government has tendered its resignation to the President, who has requested it to carry on provisionally and also asked the Chancellor to ensure that results are definitely established as soon as possible to enable the Reichstag to be convened at the earliest date.

MONARCHY BY WAY OF SEPARATISM.

SINISTER BAVARIAN INTRIGUES.

A journey through Bavaria from end to end has convinced me that the Bavarian separatist movement deserves as much attention as any other phase of German politics, writes a Times correspondent. The separatists, after revealing themselves in their true colours with astonishing frankness during the days of the "Kappplatz," have returned to their former methods of secret conferences and surreptitious intrigues; but it is not generally realised how intensely these methods are being practised and how strong the current carrying them has become.

A very large part of the Bavarian population, possibly representing the majority, is in sympathy with the separatist movement. Wherever one goes one hears expressions of opinion in which the refrain occurs: "Los von Berlin, los von Norddeutschland!" (Free from Berlin, free from Prussia, free from North Germany). The watchword "Los von Berlin!" is not by any means to be understood as indicating the legitimate construction of a loose federation in place of a perhaps too strained centralisation. The plan of the separatists embodies a complete disunion, both as a state and in an economic-political sense, in such a manner that Bavaria with Baden, Hesse, Württemberg and Austria may form a compact Southern block separated from the Northern block (Prussia, Pomerania, &c.) by its own Customs boundary. In order to guarantee the possibility of existence of this South German block it is intended to embody the Rhine province, with its flourishing industries and its favoured geographical position.

Herr von Kahr's cabinet has officially disclaimed sympathy with this plan, although von Kahr hinted at it quite clearly in his speech against the dissolution of the Bavarian Einwohnerwehr (mentioned in The Times of April 14). The Cabinet was perhaps acting under pressure from the Democratic ministers; possibly, also, their disclaimer was due to election tactics.

MONARCHIST ASPIRATIONS. In any case there is not a schoolboy in Bavaria who believes in the honesty of the ostensibly official telegraph agency. Herr von Kahr really wants emancipation of the South, and he wants it because he wants the monarchy.

NOTE FOR 8. AFRICAN WOMEN. Cape Town, May 3.—The Union House of Assembly to-day adopted by 64 votes to 39 a motion in favour of the extension of the Parliamentary franchise to 8 African women.

THE SHIPPING AWARD.

ALLEGATION AGAINST OWNERS.

We have received the following for publication:—
Sir,—I fear that it was somewhat premature on your part to write "Finis" to the "Shipping Award" on the 1st instant.
That the award is one which should give general satisfaction can scarcely be accepted at present, in view of the fact that it concerns seafarers whose interests are so very diverse, many of whom have not yet been in a position to make their opinions known, but up to the present there has been no serious complaint at the award and award.

There is, however, a grave feeling of dissatisfaction amongst the members of the Guilds at the manner in which some shipowners are treating the award and the excuses they are making for not paying the arrears of increased wages as therein set out.

In the words of the award, after the table of revised salaries, it is set out "Secondly, that the scale of salaries shall be made retrospective to the 15th day of December 1919"—hence the increase is due and payable without unreasonable delay to any and all parties of the third party who have been employed for any period since that date by either of the parties of the first and second part.

I regret to say, however, that refusals to pay have been made by men who have left their ships between the 15th December and the date of the promulgation of the award, it being alleged that they have no claim: refusals have been met with on the allegation that no notice has been officially received that the award is in existence.

The first allegation is surely untenable in view of the definite wording of the award, while the second may be safely termed Gilbertian, when it is explained that each of the three parties to the submission had to pay its share of the arbitrators' fees before the award was permitted to leave the hands of their solicitors, so that when issued to one of the parties it was equally issued to the other two.

As further showing how untenable the position is, it is to be noted that some of the owners have already paid the demands in full without demur.
Surely, Sir, this is not the spirit in which seafarers should be met after patiently waiting 5½ months, loyally doing their duty in good faith and keeping their ships running in the interests of their owners during this long interval of suspense, nor is it likely to enhance their opinions in favour of a "Submission to Arbitration" in the future.

For obvious reasons I make use of a non-de-plume and for equally obvious reasons I cannot enter into a controversy on the subject.

Yours etc.,
"PROPELLER".
Hongkong, June 12, 1920.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1920, as certified by the Managers of the respective Banks are:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$1,154,196	\$5,000,000
Hongkong and Shanghai Banking Corporation.	\$1,474,238	17,000,000
Merchants Bank of India, Limited.	1,078,392	350,000
Total.	\$3,706,826	22,350,000

* Sterling Securities deposited with the Crown Agents valued at \$553,000.
* Securities with the Crown Agents valued at \$553,000.

CHINA SQUADRON.

FLOTILLA ARRIVES IN HONGKONG.

A large addition to the forces of the China Squadron was made to-day by the arrival in Hongkong of H.M.S. Colombo, a ship of H.M.S. Colne and Colville, escorted by no fewer than nine other boats, these being the gunboats Moth, Mantis, Grampus, Cricket and Cockchafer and the sloops Foxglove, Magnolia, Hollyhock and Bluebell.

The arrival of the boats had been expected for some time, but their actual arrival here must have been witnessed by few, the weather conditions being about as bad as could have been possible. This is the biggest flotilla that has ever been sent out to this station at any one time and marks quite an important addition to the Far Eastern fleet.

Regarding H.M.S. Colombo, it will be recalled that some months ago she brought naval ratings out East and later returned Home. She is now commissioned for service on the China Station. She cost £300,000 to build in 1918. The five new gunboats include some that have had interesting war records. They are all sister ships of twelve boats that were originally built for river work in Mesopotamia where several of them did splendid work, including the Moth and Mantis. These two last-named boats also did duty in North China waters as did also the Cricket and Cockchafer. They have been recommissioned at Devonport and Sheerness. The Moth and Mantis have crews drawn from the Chatham Depot, whilst the Cricket and Cockchafer crews come from Devonport. The Cockchafer, typical of the five, measures 350 ft. in length, with a beam of 36 ft. and a displacement of 640 tons, and the extraordinarily light draught of 4 ft. She has engines of 2,000 h.p., can do up to 14 knots on very small coal consumption, and is heavily armed. The main armament is two long-range 6-in. guns—very powerful weapons they are—and two 12-pounders for landing purposes, with half a dozen machine guns. The boilers are both coal and oil fuelled, the bunkers for the former taking 35 tons and the oil tanks 54 tons. With the arrival of these river gunboats there are now no fewer than sixteen river craft available for service on the waterways of China.

The sloops are also very interesting. They are of the Acacia class, have a displacement of 1,250 tons, measure 255 feet in length, with a beam of 33½ feet, and a draught of 10 feet, engines of 17 knots, a bunker capacity of 260 tons of coal. They are armed with two 4.7-inch guns and a couple of 3-pounders. These sloops are very fine seaboats, and were specially built for remaining at sea for long periods. For patrolling the rivers of China and the islands of the Pacific they are the very thing, their light draught and heavy armament making them most useful policing ships. It is expected that the Cadmus, so long stationed here, will either be going Home shortly or sold out of the service as she stands. The whole of the new sloops have seen hard service during the war and have been tested in actual warfare. Most of the crews are from the Chatham Naval Depot.

THE OFFICERS.

As stated above Captain Percy Withers is in command of the Colombo, some of the other officers on board being:—Lieutenant-Commander Wharton S. Gray and Francis W. Crowther, D.S.O.; Lieutenant John E. Hackett, John E. Caffin and Francis R. B. Shaddy; Engineer-Commander Geo. S. Sanders, D.S.O.; Engineer Lieutenant Frederick W. Farlow (acting); Captain (R.M.) Edward G. M. Roke, Surgeon-Commander Arthur L. Sheldon; Paymaster, Lieutenant Richard P. Dorman; Surgeon, Lieutenant R. G. Heath.

Commander E. A. B. Stanley, D.S.O., in command of the Blue bell, is no stranger to the China Station, he having been a midship of the cruiser Orlando when the Boxer rebellion broke out in 1900, and he was with the Naval Brigade which marched to Tientsin. In the late war he saw much service.

CORRESPONDENCE.

THE YOUNG AND THE LAW.

Sir,—With regard to the case of the Police Court yesterday in which a "boy" of 14 years of age was summoned by his mistress for leaving her service without notice it was most regrettable to find that the Magistrate fined him \$4 and had his week's wages forfeited. Frankly, I say that such is not the right procedure. It all depends on circumstances as to whether a conviction should be registered and in the present instance, the fine and order ought not to have been imposed upon the defendant. The defendant being a "boy" we could not expect him at his age to have a full knowledge of the law, and even if he had known about the month's notice he would not doubt prefer to quit at once than to stay for another month. It looked as if the Magistrate had great doubts regarding defendant's statements which he made yesterday, and that he asked the youth whether he had invented his own story. Who has ever heard of a Magistrate asking such a question in Court? When it was stated that a European constable snatched the "boy" for insolence, the Magistrate, if he regarded justice, would sharply question the constable as to why the act should have been committed, but he simply let it go by. Has not the Magistrate come across cases where youths are concerned when, instead of their being confined to goal, they are only detained for a certain number of hours? Why was the defendant not cautioned instead of being fined?

Yours etc.,
M. T. S.
Hongkong, June 12, 1920.

and Sub-Lieutenant Frederick T. Boswell and Richard C. D. Grimes.

The principal officers of the other boats are:—
Magnolia.—Lieutenant R. J. Richards.

Cricket.—Lieutenant-Commander J. Merrett, Lieutenant G. E. P. Howe and Acting-Lieutenant H. C. Guernsey.

Cockchafer.—Lieutenant-Commander A. C. Thurstfield, in command; Lieutenant W. W. T. Beckett, D.S.O., Acting-Sub-Lieutenant R. H. S. Peter.

Foxglove.—Lieutenant C. D. Milbourne (First Lieutenant), Acting-Lieutenant G. Buchanan, Surgeon-Lieutenant N. A. H. Barlow, and Acting-Sub-Lieutenant A. E. B. Rose.

Bluebell.—Commander A. E. B. Stanley in command; Lieutenant A. D. Nicholl, Surgeon-Lieutenant J. C. Sinclair, and Acting-Sub-Lieutenant J. A. E. de Moleyns.

Cicale.—Lieutenant-Commander R. G. M. Hunt, D.S.O., in command; Surgeon-Lieutenant O. J. M. Kerrigan and Acting-Sub-Lieutenant A. J. S. Eastley.

Mantis.—Lieutenant-Commander G. E. H. Lawson, commanding, and Lieutenant R. F. Jolly.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy goods.—The market remains inactive. There are no immediate signs of a revival and with the decline in exchange the difference between sellers and buyers prices is farcical. The Manchester market though quiet remains firm.

Cotton Yarn.—Market continues on the easy side. Dealers have purchased limited quantities of favourite chaps of lower counts for their immediate requirements only. These transactions show a further decline of about \$5 per bale. The higher Indian counts have been neglected owing to competition from Japanese and Shanghai Mill, whose productions are being sold at rates vastly cheaper than comparative replacing values ruling in India. Quotations are:—No. 10s. \$190/230. No. 12s. \$205/230. No. 16s. \$240/270. No. 20s. \$255/305. Arrivals 5,700 bales. Sales 1,500 bales. Shipments nil. Unsold stock 9,000 bales. Bargains 12,000 bales.

Raw Cotton.—Quotations are nominally unaltered at \$37/40 for Indian and \$40/45 for Chinese grades.

Woolens.—Market marking time.

Metals.—Very little business to report. Fluctuations in exchange have interfered with the little business doing. Wire Nails have been sold Spot at \$13.00 to \$13.75 for 1½-3 inch. Tinsplates are lower at \$12 to \$12.30. This figure being several dollars a box below replacing cost. Steel Plate Cuttings have arrived in fair quantities, but the market remains steady at \$6.00 to \$6.50 a picul. Glasgow Horseshoes are lower at \$4.00.

Flour Market Report.—Stock: About 250,000 sacks. Quotations:—American Patent, \$4.25 per sack; American Cut off, \$3.45 per sack; American Straight, \$3.40 per sack; Shanghai Flour 2nd, \$3.10 per sack; Australian No. 1, \$3.50 per sack; Australian No. 2, \$3.00.

Window Glass.—Market is firm, on account of the heavy drop in exchange.

Java, Sugar.—Market weak owing to withdrawal of American buyers and decline of prices in Java.

OUR FINANCES.

The Hongkong Treasury issued the following financial statement for the month of January, 1920:—

Balance of Assets and Liabilities on 31st December 1919.	Revenue from 1st to 31st January 1920.	Expenditure from 1st to 31st January 1920.	Balance.
\$4,290,187.90	1,406,193.47	723,409.79	\$4,972,971.58

THE GYMKHANA.

POSTPONED ONE WEEK.

Very heavy rains fell during the night and this morning. The consequence is that the Race-course at Happy Valley is badly water-logged, with the result that the Extra Gymkhana arranged to take place to-day cannot possibly be held.

DAY BY DAY.

Prince Carol, who left the Colony by the Madras this morning, is accompanied by a correspondent of the Associated Press of Rumania, who is taking a photographic and written record of the Prince's tour.

This morning Customs officers arrested a Chinese smuggler of opium at the Kowloon Canton Railway Station. It was evident that the man was trying to take away two revolvers and 430 rounds of ammunition which were discovered concealed amongst his luggage.

His Excellency the Governor has made the following appointments under Section 4 of the Volunteer Ordinance, 1920:—To be Captain—George Edward Stewart. To be Lieutenants—John Smith McGann, Arthur Edgar Wright, Arthur Marloch, Frederick Charles Hall, John Henry Gordon and George Melville Dodwell.

Detective Sergeant Dorling yesterday arrested a Chinese for attempting to cash a stolen cheque at the Netherlands Trading Society Bank. The owner of the cheque, who lost it after he landed in Hongkong from Rangoon, had made a report of his loss to the Bank, with the consequence that when the Chinese came to cash the cheque, the Police were informed, and Sergeant Dorling arrested him when the latter returned to receive payment for the cheque. It is stated that the Police are of the belief that another man was concerned in the affair. The case has been adjourned for a week, with Mr. Leo Longinotto appearing for the defence.

There is a belief amongst the police that hawkers who sell tickets for the Wo Ping Theatre are in league with pickpockets. It is said that whilst the theatre-goers were engaged in buying the tickets, the thieves operated upon them, and with some degree of success as has been evidenced by frequent complaints which have been made to the Police. As the Police could not bring forward evidence to prove this allegation, they had something to be thankful for in being able to arrest one of these wily hawkers on a charge of being unlicensed. The man was fined \$10 at the Police Court this morning.

ORGAN RECITAL.

The following is the programme of the organ recital to be given on Monday at 6 p.m. in St. John's Cathedral by Mr. Dahman Fuller, F.R.C.O., L.R.A.M.:—

- 1.—Toccata and Fugue in D minor, Bach.
- 2.—Isa of the Waters, Eric Coates.
- 3.—Rhapsody (No. 3), Herbert Howells.
- 4.—Arabia, Tschalkowsky.
- 5.—Andante, Bistato.
- 6.—Scherzo (Symphony in G minor), E. Lemaro.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 9½d.

THE WEATHER.

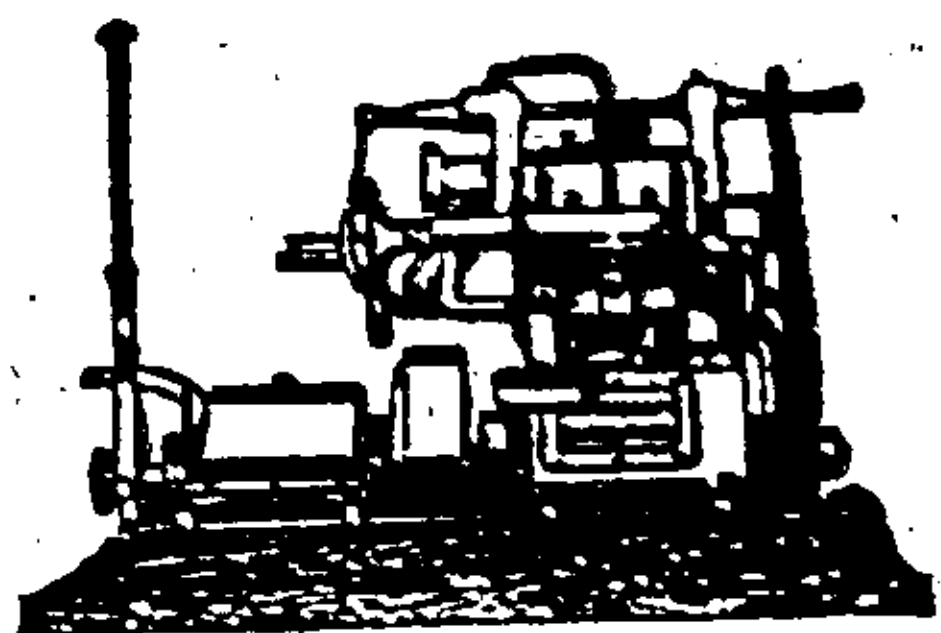
Forecast.—Fine. Barometer.—29.57. Temperature 2 p.m.—81. Humidity 2 p.m.—83.

DON'T FORGET.

TO-DAY.
Happy Valley—Extra Gymkhana Meeting.
Coronet Theatre—5.15 and 7.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TOMORROW.
Coronet Theatre—7.15 p.m.

NOTICES.



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MAX NORDAU ON THE FUTURE
OF PALESTINE.

THE FIRST STEPS.

The great satisfaction which is
felt by Zionists throughout the
world at the mandate which has
been given by the Supreme Coun-
cil to Great Britain for Palestine
was expressed by Dr. Max
Nordau in an interview
with a representative of The
Observer.

In the terms of Mr. Balfour's
declaration, Palestine will be con-
sidered a national home for the
Jews, and a civil administration
is to be set up immediately to
carry the Declaration into effect.
The Zionists are most anxious to
begin the work of reconstruction
at the earliest possible moment.
Dr. Max Nordau gave a concise
of the character of this important
work and drew a picture of the
development of the country into a
thoroughly Jewish commonwealth
on highly advanced lines for the
settlement of eight or ten millions
of Jews.

"The mandate," he said, "is all
we hoped and all we wish. From
the beginning it was our fond
idea that England would realise
her first desire to be entrusted
with the control of Palestine till
the moment when she will judge
the country able to be self-govern-
ing and self-supporting, and I am
very happy to see that, with
wonderful oneness of purpose
which has never wavered, the
Government has followed the line
indicated since 1917, and has re-
alised the plan sketched out from
the beginning.

"That is all I can say as to the
mandate. Concerning the future
of Palestine, we must distinguish
between our hopes or dreams and
between sober, practical calcu-
lations.

"Our dream, of course, which
implies that it is our desire, is to
transform Palestine as quickly as
possible into a Jewish country
which, whilst preserving its
Arab population and securing the
material prosperity, the free de-
mocratic development, and the
general advancement of those
elements, will be developed into
a thoroughly Jewish Common-
wealth, rich in economic re-
sources, a model of up-to-date
agriculture and industry, and a
seat of highly advanced insti-
tution and culture, rich enough to
secure a living for perhaps eight
or ten millions of Jews, and
representing at the doors of Asia
the most approved form of
Western civilisation.

"Practically, of course, we
cannot hope to see this ideal fully
realised in a very short time, but
we shall begin with settling as
rapidly as materially possible at
least half a million Jews, who in
the countries of persecutions and
pogroms wait with heart-
breaking impatience for the
signal to move towards Palestine.
"The first work is to have
houses built by pioneer workers
because the accommodation
of the incoming population
must necessarily be our first
care.

"The second work will be to
take possession of all the waste
or fallow land, principally to the
west of the Jordan, in the
Mauran, where there are
practically no inhabitants
except the small nomadic popula-
tion of Bedouin nomads, and also,
of course, in the West Jordan
country, and everywhere where
the primitive methods of the pre-
sent Arab population are in-
sufficient to turn the land to good
agricultural account.

"At the same time we shall try
to create numerous industries,
for which preliminary studies
have already been made; to con-
struct at first a small, but soon
perhaps a large, fishing fleet to
exploit the riches of the
Mediterranean; and we shall
most strenuously begin with the
affore station of the country,
which is one of our most urgent
and in its consequences
most fruitful works in
Palestine.

"We propose ourselves to
appeal most insistently to those
Jews who have no desire to settle
in Palestine to facilitate our work
of opening up the country by
furnishing us with the initial
capital, which we trust will bring
ample interest for them as well
as for those whose personal
work this money is to
fertilise.

"To sum up, our immediate
work will be mass immigration
to Palestine; taking possession
of the soil which may be brought
immediately under the plough;
building up all the houses that
are necessary for the immigrants;
founding the industries which
the country is most able to sup-
port; and raising the funds
which we must have in order to
start work."

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AUSTRALIA "TO-DAY."

ITS SPIRIT AND ITS
PROBLEMS.

Sir Robert Muirhead Collins,
who, until his retirement a year
or two ago, was official secretary
to the Australian Commonwealth
in London, has just returned
from a visit to Australia. He
found the country exceedingly
prosperous, the spirit of her
people brighter if anything than
ever, and numerous problems
awaiting solution. Some of these
problems he stated yesterday in
an interview with a representa-
tive of The Observer.

"For many years," he said,
"one of the great problems
has been the development of
tropical Australia in accordance
with the declared White policy of
the Commonwealth without
coloured immigration. Very little
progress has been made in the
development of the northern ter-
ritory, and I think to a great
many it seems that until better
communication is estab-
lished, until the population
increases, and there is an over-
flow from the more congenial
climate into the northern zones there
is not much prospect of develop-
ment by white labour."

"Then there is the problem of
irrigation. Mr. Littleton Groom,
the Minister of Works, has point-
ed out that the value of irrigation
to Australia is fully appreciated
by the people of the Common-
wealth. The agreements made
by the Commonwealth with the
States of South Wales,
Victoria, and South Australia for
the control and distribution of
the waters of the Murray River
embace one of the greatest irri-
gation schemes at present occupy-
ing the attention of the
Government in Australia.

"There is the Murray River
Commission, of which Mr. Groom
is Chairman. The works al-
ready authorised by this Com-
mission involve an expenditure
of approximately £3,000,000. The
main works are now well under-
way. They will open up large
areas of land which only want
irrigation to be productive, and
will greatly increase the fruit-
ful farming industry.

"When this scheme is com-
pleted the greatest river in
Australia will be harnessed for
the purposes of man, and the
result will be a large addition to
the productivity of the land and
the opening of a permanent
navigable waterway. The cost
of carrying out the whole
scheme, with the construction of
numerous weirs and lock gates,
is estimated to be £4,500,000,
of which £1,000,000 is being con-
tributed by the Commonwealth
Government. Owing to the in-
creased cost of everything I
expect that this estimate will be
exceeded."

"Another problem is that of
defence especially naval and air
defence. Lord Jellicoe's scheme
is considered by many to be too
ambitious and costly. The main
question is how far Australia is
to indulge in the cost of capital
ships, which would be a very
considerable burden to her. She
has already a considerable naval
and military expenditure, includ-
ing that for a great naval base in
Western Australia, and a base
for destroyers at Western Port,
Victoria. Lord Jellicoe's report
will have to be very seriously
considered, I think, before the
Government embarks on any big
increase in expenditure.

"There is also the problem of
railway communication. There
is no doubt that the progress and
development of Australia have
been greatly retarded by the
want of a uniform railway gauge
and better facilities for transport
both by road and rail. The ques-
tion of the varying gauges has
been constantly under review,
and though schemes have been
drawn up and considered no
actual step has yet been taken to
solve this great difficulty.

"Even on the trans-continental
railway, which is supposed to
provide better communication be-
tween east and west, you have
between Adelaide and Perth three
breaks of gauges. Until a uni-
form gauge is adopted these
variations must be a great hin-
drance to the development of the
country.

THE FEDERAL CONSTITUTION.
"There is now another problem
before the country, and that is
the revision, or re-casting, of the
Federal Constitution. There is a
strong movement towards either
unification or some other scheme
for enlarging the powers of the
Federal Government, the object
being to secure more equal legis-
lation, particularly in labour
matters. Australia, like every
other country, has its labour
unrest. The Arbitration Court
has done a great deal of work,
but he is considered by some
as being hampered by lack of suf-
ficient powers. The revision of the
Constitution will give the Federal
Government larger powers in this
respect.

"Our economic problem is to
adjust certain matters in war ex-
penditure and money owing to
the Imperial Government. Mr.
Watt, the Federal Treasurer, is
on his way to London and will be
here in a few days to arrange
matters.

"The cost of living in Australia
has certainly been rising, but not
quite to the same extent as here,
owing largely to the fact that we
are a great food-producing coun-
try. At the same time, the ex-
traordinary anomaly has been
seen of enormous quantities of
grain being sent to Europe and
the price of the loaf in Melbourne
rising to 9d.

HIGH PRICES.
"Although suffering from
drought, the country appears to
be very prosperous. This pros-
perity is due to the
high prices that are being
obtained for her products. There
is the same tendency to extra-
vagant expenditure in Australia
as there is here; but it has not been
possible for the people to realise
the war quite in the same way.
They were not near enough to it
to suffer either from air raids or
restrictions in food.

"The spirit of the people I
found as bright, as venturesome,
and as optimistic as ever. And
there is a great welcome, I think,
awaiting the Prince of Wales.
He is extremely popular among
the Australian soldiers who served
over here, and the whole coun-
try, in fact, is anxious to see
him."

GIRL FOOTBALLERS.
Twenty-five thousand spec-
tators gave a rousing welcome to
the team of French girl footballers
at the Preston North End ground.
They were opposed by the em-
ployees of Dick, Kerr's, and after
a game which provided many
thrilling episodes the English
side won by two goals to
nothing. The visitors showed
good speed, but they were faced
by a better team. For a part
of the game the Englishwomen were
without Miss Lee and Miss
Walke, who sustained injuries to
the knees, the former having to be
carried off. In spite of this
handicap Dick, Kerr's narrowly
escaped scoring several times.
Towards the close Miss Nixon
and Miss Bedford scored for
them.

END OF LEASE.

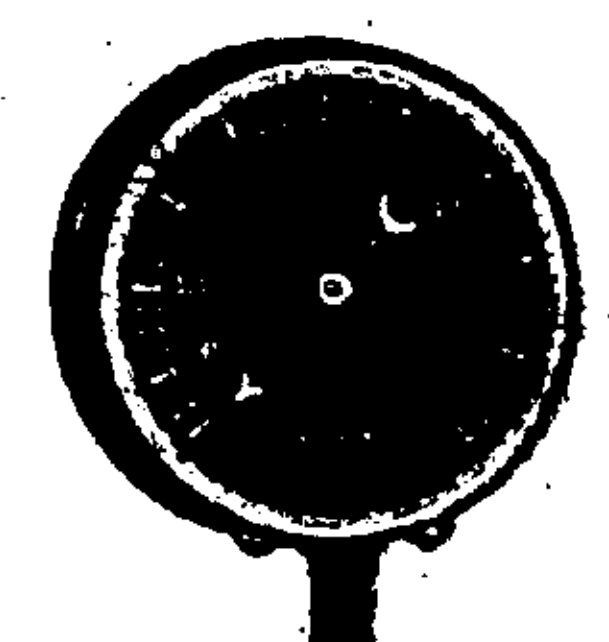
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STARCH, EGGS, NOODLES, VERMICELLI, or other kinds of
food stuffs REGULARLY you will have no complaint of any
kind of sickness, no flat or sour stomach, being manufactured
from Flour of the Best Quality and under the most sanitary
Method, can be easily digested and give you GOOD HEALTH
and VIGOR.

Large quantities have been exported to various parts
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Terms moderate, especially for Agents.

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WORTH DOING WELL

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resemblance of any other food by Benger's ends.



while being prepared becomes blended into a creamy cream by a
gentle first process of digestion, so it contained in the Food.
To this, and to its great nutritive power, Benger's owes its
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Benger's Food is a 1d tin in the 1/2 lb. tin, etc., everywhere.
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Treasure it; keep your eyes strong and free from strain by using

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Prescriptions accurately filled.

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DESPERATE BARGAINS!!

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WORLD AIR LAW.

CHANGES IN THE CONVENTION.

The final text of the International Convention for the Regulation of Aerial Navigation was issued as a Parliamentary Paper (Cd. 670) recently.

The text of the Convention, as agreed upon by the sub-committee dealing with aerial navigation at the Peace Conference, was issued last July and published in *The Times* of July 23, when, however, it was pointed out that the document had not been formally approved by the Supreme Council. A prefatory note to the present publication states that the differences between the final Convention and that printed in July are due to revision by the general Drafting Committee of the Peace Conference. The majority of the alterations are changes of wording, mainly of an editorial character, and inserted from a legal standpoint.

There are, however, two substantial changes. Article 18 of the original Convention prevented any seizure of detention of an aircraft of one State when passing through the territory of another on the ground that the constitution or mechanism of the aircraft constituted any infringement of a patent, design, or model duly granted or registered in the State through which the aircraft was passing. Owing to reservations made by two Great Powers, it was necessary to amend this article to ensure an agreed text. A compromise was arrived at, the effect of which is to grant the State interested in the patent the right of detaining the aircraft, provided the aircraft is immediately released on the deposit of adequate security.

The following is the text of Article 18 as revised:—
"Every aircraft passing through the territory of a contracting State, including landing, and stoppages reasonably necessary for the purpose of such transit, shall be exempt from any seizure on the ground of infringement of patent, design, or model, subject to the deposit of security the amount of which in default of amicable agreement shall be fixed with the least possible delay by the competent authority of the place of seizure."

The second alteration of principle was the entire deletion of Article 23 of the original text, which defined the legal position of an aircraft and the legal relations of persons on board that aircraft while engaged in an inter-State flight. Objections were made by some Powers on the ground that the doctrine of territorial sovereignty asserted in Article 1 of the Convention was sufficiently broad to cover all the questions dealt with in Article 23, and therefore that Article 23 was unnecessary. The Article was consequently removed from the Convention altogether. Article 1 states that "The high contracting Parties recognise that every Power has complete and exclusive sovereignty over the air space above

GENERAL NEWS.

STOLEN FORTUNE SPENT IN FOUR MONTHS.

A young clerk of 22, named Paul Valette, who last December cashed a cheque of £23,400 and made good his escape with the money belonging to his employer, was arrested in Paris recently. After spending money freely for a few months the ex-clerk, who had bought two automobiles and a villa at Bayonne, began to lead a sedate life. When arrested he had only £1,200 left.

EARL BEATTY PLEADS FOR SAILORS.

It must not be said that when the danger was passed God was forgotten and the sailor slighted said Earl Beatty at the annual meeting of the British and Foreign Sailors' Society. The Admiral commended the scheme to erect a hostel in the port of London as a memorial to those splendid men of the sea services who laid down their lives. £75,000 is still wanted. Without sailors, he said, the Empire would disappear, and it was necessary that men should be maintained in health and strength to carry out the work of the Navy.

its territory. For the purpose of the present Convention the territory of a State shall be understood as including the national territory, both that of the Mother Country, and of the colonies, and the territorial waters adjacent thereto.

Article 23 of the draft Convention, which has now disappeared, was as follows:—

"All persons on board an aircraft shall conform to the laws and regulations of the State visited. In case of flight made without landing, from frontier to frontier, all persons on board shall conform to the laws and regulations of the country flown over, the purpose of which is to ensure that the passage is innocent. Legal relations between persons on board an aircraft in flight are governed by the law of the nationality of the aircraft."

"In case of crime or misdemeanor committed by one person against another on board an aircraft in flight, the jurisdiction of the State flown over applies only in case the crime or misdemeanor is committed against a national of such State and is followed by a landing during the same journey upon its territory."

"The State flown over has jurisdiction:—(1) With regard to every breach of its laws for the public safety and its military and fiscal laws; (2) in case of a breach of its regulations concerning air navigation."

The following States are the parties to the Convention:—United States of America, Belgium, Bolivia, Brazil, the British Empire, China, Cuba, Ecuador, France, Greece, Guatemala, Haiti, the Hedjaz, Honduras, Italy, Japan, Liberia, Nicaragua, Panama, Peru, Poland, Portugal, Rumania, the Serb-Croat-Slovene State, Siam, Czechoslovakia, and Uruguay.

CAUCASIAN HIGHLANDERS.

A LOST CLAN?

A correspondent writes to the *Times*:

"I had a most curious experience in the Caucasus in 1917. One evening in a little Bohemian cafe at Tiflis I met a well-known Armenian litterateur, a man who delighted in grubbing among ancient histories and dusty manuscripts. We got on to the subject of the local tribes inhabiting the Caucasus. 'You are Scotch?' he asked suddenly. Without waiting for an answer, he proceeded to tell me of a tribe which had settled in the Caucasus in the 13th or 14th century who were reputed to have come from Scotland. They landed at Trebizond, worked their way inland and northward, settling in a small mountainous area and in the neighbourhood of Batum. Why they left Scotland, and how, exactly, they reached Trebizond, my friend had never been able to ascertain. The fact remained that they spoke a curious language greatly resembling the Gaelic one hears in the North of Scotland. They also used peculiar wind instruments and played wild Caucasian airs reminiscent of the national music of Scotland. They likewise wore skirts, like women, only shorter, and had a peculiar habit of wearing a curious arrangement of horsehair in the form of a kind of stomacher. 'I thought my old friend was pulling my leg,' However, it did not take me long to discover that he was quite serious. A few weeks later, having a fortnight's leave, I decided to go and investigate. I took train to Batum, and after depositing my belongings at a hotel made up my mind to discover this curious anachronism. After a few days' walking in that mountainous area and the dim of much inquiry, I actually hit upon the village I was seeking—a curious collection of huts, perched on a small plateau, looking for all the world like some monstrous bird's nest. A crowd of villagers thronged round me; kindly people they seemed, blue-eyed and many of them red-haired. And they were actually wearing kilts, made of Caucasian carpet stuff."

"They addressed me in a language which seemed to be a curious mix-up of Georgian and Tartar; now and again a word of Gaelic would creep in. One of them seized a curious instrument, made of hollowed sticks and a great pig's bladder, and began to play, emitting sounds very closely resembling those made by a bagpipe. Then they began to dance. And what do you think they danced? It was a Highland Ring. In spite of my weariness I could not refrain from joining in. They were delighted. Unfortunately I was unable to make myself understood, except in Russian. One of them spoke a little Russian, but not sufficient to enable him to answer my queries with any degree of coherence. He managed to ask me how many years I had lived in the Caucasus. When I told him that I was a new arrival he shook his head incredulously. I then sang some old Scottish airs, and they listened delightedly, actually joining in, in parts. I was treated royally, and departed, after a week's stay, with the full intention of returning with people who are competent to trace this curious lost clan to its origin. Ethnological students should certainly make a point of doing so. I shall be quite prepared to accompany them to the Caucasus for this purpose."

On my return to Tiflis I saw my old Armenian friend again and told him where I had been and all about it. He merely remarked: 'I told you so and you wouldn't believe me.'

NOTICES

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COMFORTABLE AND WEATHER
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MOSCATINE.

A few drops sprinkled on the hands, or
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LADIES' & GENTLEMEN'S WHITE CANVAS
BOOTS & SHOES

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The prices at which we are offering these shoes are
far less than they can be bought wholesale in any
part of the world to-day.

LADIES SHOES from \$2.50 pair.
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The opportunity of securing shoes at these
prices will probably never occur again.

BUY NOW

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No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!! The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

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HARD TIMES AHEAD IN U.S.

BIG WAGES BUT LITTLE WORK.

New York, May 3.—The United States is facing an economic and industrial crisis. This question is now a commonplace of conversation in this country. Only last week one of the leading bankers in New York publicly prophesied a money panic unless drastic curtailments of credit for non-essential purposes were immediately enforced.

While the prediction is widely discounted, there is abundance of news every day demonstrating the gradual approach of a period of hard times. Everywhere mills and factories are being gravely hampered by the congestion of freight on the railways. Everywhere there is growing dissatisfaction with high price levels. Not only are the railways suffering from a shortage of equipment, but such equipment as they have is monopolized to an unprecedented extent by the confusion resulting from the recent strike. Complaints of delays in deliveries of coal and raw materials are universal.

So far as New York is concerned there exists a virtual embargo on building materials. Skilled workmen in this industry are leaving the metropolis in growing numbers. The situation is aggravated by the almost fantastic wages paid for labour. Nor is it confined to the metropolitan district, where bricklayers are getting two guineas a day and only the lowest categories of unskilled labour are making as little as 25c. for an eight-hour day. At Chicago wages for some 20 crafts, including carpenters, plasterers, plumbers, steam fitters, lathe workers, and structural iron workers, have been raised from 4c. to 5c. an hour, with double pay for overtime.

The immediate effect of these increases, says a dispatch to the *New York Times*, has been a reduction by one-half in the last month of building activities, and there is now a possibility that crafts may find themselves with high wages scales but no employment.

In the wool industry employers are publicly declaring that if the textile workers' present any further demands for wages, as they are threatening to do, they will be obliged to close their mills. Already one large mill has announced its intention of shutting down next Friday. As the summer months approach it is predicted that this example will be widely followed in other industries which, owing to a variety of causes, are now operating at half speed.

Simultaneously with the reports of a general slowing down of industry there are published to-day statistics showing an enormous increase in imports of luxuries.

TOWED BY LINER FOR
1,200 MILES.

HELPLESS SHIP SALVED.

By the safe arrival at Queens-
town on Saturday with the
disabled American steamer
Tashmoo in tow, the Cunard
liner Port Stephen has completed
a piece of salvage work which
must rank high in the records of
the British Maritime Service.

The Tashmoo was picked up
1,200 miles west of the Irish
coast, and it was a magnificent
feat of seamanship, as well as a
test of pluck and endurance, to
tow a heavily-laden steamer of
3,545 tons for such a long dis-
tance under the severe weather
conditions which prevailed.

The Cunarder was on a voyage
from Port Sydney, Australia, to
Hull, and was more than half-
way across the Atlantic when, on
April 26th, the Tashmoo was
sighted flying distress signals.

Capt. Robertson recognised the
serious responsibility of under-
taking such a long towage, but
decided not to abandon the
Tashmoo in her helpless condition.

At times the weather conditions
were so bad that it seemed im-
possible for the Cunarder to con-
tinue towing, and towards the
termination of his tremendous
task terrific squalls sent sheets of
spray over the steamers.

In a blinding squall of rain,
which almost hid from view the
headland at either entrance to the
port, Capt. Robertson navigated
his vessel, with the Tashmoo in
tow, into calm waters.

W. S. BAILEY & CO., LTD.

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BUILDERS, HOE UN
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"KELVIN MOTORS."

Motors from 12 H.P. to
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also spare parts.

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Telegrams "SEYBOURNE."

CONSIGNEES

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U.S.S.B.

S.S. "WEST HEPBURN"

having arrived from San Fran-
cisco and ports on June 6th, 1920,
consignees are hereby notified
that their cargo is being
landed at their risk into the
hazardous Godowns of the Hong-
kong and Kowloon Wharf and
Godown Company, Limited and
stored at consignees' risk.

All broken, chafed and dam-
aged cargo is to be left in the
Godowns until Thursday, June 10,
1920, when they will be examined
by Messrs. Carmichael & Clarke
at 2.30 p.m. Thursday June 10th,
1920.

Claims will not be accepted
unless cargo is so examined by
said surveyors, prior to the above
date.

All claims must be presented
within a month of the steamer's
arrival here, after which they
will not be recognised.

No Claims will be admitted
after the goods have left the
Godowns.

All goods remaining after June
12th, 1920, will be subject to rent.
No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their bills of lading for
countersignature.

THE ROBERT DOLLAR CO.
Agents.

Hongkong, 7th June, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SEATTLE

THE Steamship
"WEST JENA"

having arrived from Seattle via
ports on 10th June 1920 con-
signees are hereby notified
that their cargo is being landed at
their risk into the hazardous
and/or Extra-Hazardous Godowns
of the Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kowloon, and stored at con-
signees' risk.

Consignees of cargo must pro-
duce an Import Permit signed
by the Superintendent of Imports
& Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and dam-
aged cargo is to be left in the
Godowns where it will be
examined at 11 a.m. on 17th June,
1920, by the Company's sur-
veyors, Messrs. Carmichael &
Clarke.

All claims must be presented
within thirty days of the steam-
er's arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after June
17th, 1920 will be subject to rent.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.

1st floor, Powell's Building,
12, Des Voeux Road, Ck.
Hongkong, 10th June, 1920.

CONSTEED

Announcement of New China Office

In order to give customers in the Orient quick, convenient, and dependable service, we have opened a new branch office at
Nantung Building, 22 Kiukang Road, Shanghai.

This office is in charge of Mr. Gilbert L. Robinson, who comes to Shanghai with an intimate knowledge of manufacturing conditions and every facility of leading American Steel Manufacturers for assisting users of all iron and steel products including the following:

Agricultural Steel, such as Plow Bars, Harrow Bars, Tree Teeth, Cultivator Teeth, Rake Teeth, etc. Alloy Steels, Anchors and Anchor Chains, Sails, Bars—Steel, Muck, Concrete Reinforcing, Iron, Rolled Iron, Bells, Rivets, Boiler Heads, Flanges, Plate Boilers, Hawk House, Man Holes, Tube Holes, Fittings, Boils and Vents, Rolling Tubes, Welded Steel and Charcoal, Boils and Vents, Belts, Cast-iron, Cast-steel, Tank, etc. Castings—Iron, Brass, and Steel, Circular Sections, Forged and Rolled, such as Gear Blanks, Pipe Flanges, Crane Track Wheels, and Industrial Gears of all kinds, Crankshaft, Right and Flexible Electrical Cranks for Steam and Electric Rail- roads, Fabricated Structural Material, Forgings—Forged Shafts for sugar mills, crankshafts, etc., and Miscellaneous Forgings.	Pipes for Steam and Electric Railroads, and others 500 ft. and over Gas Pipes, Hot and Cold Rolled Strip Steel Ingot, Iron Wires, Machinery—Machinery Steel Company's, Machinery, and various patterns, Hot metal Boring, Drilling and Milling Machinery, Hydraulic Presses, Railway Shop Machinery, Rolling Mill Machi- nery, Shipyard Machinery, Valve Wires, Vee Trucking Parts—Roll Shafts, Ring Pins, Roller Tires, Stamp Shoes and Dies, Stamp Mill Parts, Planter Bells, Pig Iron, Piling, Lachawanna Steel Sheet, Pipe—English Gas and Steam, American Standard Weight, Extra and Double Extra, Strong, Black and Galvanized Line Pipe, and Drives Pipe, Plate Tank, Roll Flange, Boiler, Marine Boiler and Fire Box Quality, Pole Line Material, Pumps and Pumping Engines, Rails—Light, Heavy, Train or Switch, etc., and accessories.	Rivets, Rolling Screens, Wheel Shafting, Cold Rolled and Cold Drawn, Shapes, Standard Structural and Bridge- Iron, Sheet Bars, Sheets, Plate, Galvanized, Flat and Con- vexed, Blue Annealed, Shells, Ships, Spikes, Spring Iron, Structures for Steam and Electric Rail- roads, Terns Plate, The Mill Products, Tin Plate, Tires, Tool Steel, Turnbuckles, Washers, Wheels—Rolled Steel, Steel Tires, Wire Products—Plain Wire, Galvanized Wire of various grades, Annealed Wire, Bright Hard Wire, Bright Soft Wire, Coil, Fencing, and Barbed Wire, Wire Ropes.
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As our Member Companies' annual input producing capacity is in excess of 12,000,000 tons annually we are in a position to handle the largest requirements as well as to quote fair prices.

Inquiries should include exact specifications, giving quantities desired, particulars as to size, weight, packing, country of destination, etc., and purpose for which the materials are required.

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LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
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—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL, CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADUS

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The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 12, 1920.

HONGKONG'S SANITARY PROBLEMS.

One of the most important branches of our Civil Service is the Sanitary Department, since its activities have much to do with the safeguarding of the public health. But we sometimes fear that the services rendered by its officers, often under most difficult circumstances, are not fully appreciated. The Sanitary Inspectors are a hard-worked and conscientious body of men, who have a thankless job to do and whose work is not made any easier from the fact that sanitation and hygiene are matters which do not make a great appeal to the poorer class of Chinese, by whom Government requirements are usually viewed as totally unnecessary and decidedly aggravating. The difficulties under which they labour are further increased because the native scavengers and other labourers employed under the Inspectors are, generally speaking, just as indifferent to the benefits of modern sanitary methods as the Chinese masses. Then, too, the Department, in our opinion, is handicapped in its work on behalf of the community from the fact that the Government follows antiquated policies both in regard to the sewage and refuse questions, by the continuance of methods which are wholly behind the times. The Colony's sanitary policy badly needs bringing up-to-date. It is no longer applicable to Hongkong of to-day, though it may have sufficed for earlier times.

At its last meeting, the Sanitary Board considered changes to be incorporated in next year's Estimates, and although nothing really revolutionary was proposed, we were glad to observe the general trend of the discussion towards the necessity of improved sanitary methods. With the steady growth of the Colony, more sanitary servants are necessary, and that is being recognised by the recommendation to add fifty more scavenging coolies to the staff. Here it may be interesting to take note of a recent experiment in Shanghai. The Municipality there made tentative arrangements some little time ago for a school for Chinese sanitary employees. The object was to attract better educated Chinese, capable of grasping the sanitary idea—that is to say, to train the employee to understand the object of what he is doing, as in disinfection, mosquito reduction work, etc. But we learn that, apart from work requiring a high degree of manual dexterity, the pupils have at present passed through the school show either insufficient aptitude to benefit by the instruction or, if otherwise qualified, object to the necessary manual or coolie work. Here we touch upon what is without doubt a great difficulty in sanitary activity in the East, and we rather fear that there is nothing for it but to continue with such labour as can be secured, with closer European supervision, which will involve more Sanitary Inspectors being appointed.

The proposal to utilise motor tractors and trucks in Kowloon for the removal of refuse, instead of dumping it into the sea (with most objectionable results, as we all know) is an advance on present methods, but if it is intended that Kowloon should find room on its foreshore for Hongkong's rubbish as well as its own, we fear there will be some objection raised. In any case, we are not enamoured of the use of this garbage as a foundation for reclamation work "when the stuff has time to solidify." Mr. Bowley rather neatly hit that point off when he remarked, in a letter to the Press, that "proposed reclamation by garbage... will hardly induce people to take up their residence at this latest form of Garden City." The fact of the matter is, as he says, that a refuse destructor is the only satisfactory method of disposing of the products of scavenging in the tropics. That is a necessity for Hongkong, just as the general adoption of the water flush sanitary system is. Until these two reforms are instituted, we shall continue to think that Hongkong is badly behind the times in its public health policy.

NOTES & COMMENTS.

OUR FIRE BRIGADE.

The report of the Hongkong Fire Brigade made by Station Officer Lane shows that 1919 was quite a busy year for the force, 108 calls having been received as against 106 in the previous twelve months. There is a very justified note of criticism sounded by Mr. Lane, for although he admits that the water supply and hydrants have been very much improved by the Public Works Department, he frankly states that the street fire alarm system is antiquated and not very satisfactory. This is rather proved by the fact that no calls have been received from the points during the year. If the system had been satisfactory at least a few of the 108 calls would have been received by such means. One is glad to hear that it is proposed to improve the system as soon as sufficient cable is available. That the central fire station is too small has been realised for a long time, in fact provision for a new one was made in this year's budget. We are now told that plans for a new one opposite the Central Market are in course of preparation and it is to be hoped that too much time will not be spent on the preparation stage, but that the work itself will soon be put in hand. The growing nature of the Colony, with its increasing number of buildings, makes it highly necessary that we should have an efficient and well-housed fire brigade, capable of attending immediately to whatever needs arise. Our city is too congested and dangerous from the fire point of view to allow any parsimony in the matter of providing fire combating organisation, and we sincerely hope that when Mr. Lane has to make another annual report there will be no necessity for him to refer to defects. That should be the last word he should have to employ.

BRITAIN'S FINANCIAL STRENGTH.

There has been very little more gratifying news received from Home lately than that contained in the speech by the Chancellor of the Exchequer, Mr. Austen Chamberlain. We have already commented on the decision not to impose a levy on war wealth and our own views seem to coincide with those of Mr. Chamberlain. If the Excess Profits Duty is maintained, then Britain will be gaining a vast sum annually out of her richer classes, and it is just as well to leave alone what is turning to such good account. It is in regard to Britain's financial solvency that Mr. Chamberlain gave the best news. We have not only succeeded in improving Imperial exchange (a tremendous factor these days), but we are in a general financial position that is eminently satisfactory. No other country has attempted a financial effort comparable to Britain's, said Mr. Chamberlain, and the wisdom of this effort is bound to be reflected in increased prosperity. We are wiping off the debts against us, both abroad and at home, by big sums and doing this without any additional taxation. These are facts which should give every good Briton cause for genuine pride. We came out of the war heavily encumbered, but the years should not be many before we stand with a practically clean sheet. One can only hope that conditions at home will remain largely normal, that production will be steadily increased, that the people will develop habits of thrift, for it is only by such means that we shall the more quickly approach being a creditor instead of a debtor nation.

ENCOURAGING TRADE RETURNS.

In the latest trade returns (those for the first five months of 1920) we see very encouraging signs. Exports have nearly doubled as compared with the corresponding period of 1919, though it is true that imports are also largely on the increase, but not in so great a proportion. It all points to increased industrial activity, and it is this that the country must rely upon mostly. Industries are getting back into their normal stride and are rushing through work to meet the extraordinary demands being made upon them not only by home consumers but by every country in the world. Because we wish to see nothing transpire that will hinder this growing flow of trade we look rather askance at all such measures as Imperial Preference and Tariff Reform. The markets of the world must be kept free and British goods will establish themselves by reason of their own worth and the acumen brought to

DAY BY DAY.

WAR ON OPINION IS THE PART AND BROUGHTER OF CRIME—Mr. T. P. O'Connor.

In connection with the prohibition of exportation of Hongkong silver subsidiary coins, the limit has been raised to \$30.

Tenders are being invited for the construction of a 30-foot road skirting Mount Davis and connecting Pokfulam and Victoria Roads.

His Excellency the Governor has appointed Mr. Thomas Dallin to act as Auditor during the absence on leave of Mr. H. R. Phelps or until further notice.

His Excellency the Governor has appointed Mr. C. D. Melbourne to act as Official Receiver and Registrar of Trade Marks in addition to his other duties.

The valuable leasehold property, No. 2 Morrison Hill Road, was sold by Mr. da Rocha, auctioneer, yesterday for \$13,900. The purchaser was Mr. E. Maurice.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. Edgardo Rojas Huneeus as Honorary Consul for Chile in Hongkong.

We are requested by the Committee of the Club de Recreio, Kowloon, to state that the concert arranged for this evening by the Italian artists is postponed until Tuesday evening.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. E. V. D. Parr to be an Unofficial Member of the Legislative Council during the absence on leave of the Hon. Mr. S. H. Dodwell.

His Excellency the Governor has appointed Dr. Mehdy Edward Asger and Dr. Stuart Seguin Strahan to be Members of the Dental Board, vice Dr. Edward Evan Jones and Dr. George Ernest Aubrey, resigned.

His Excellency the Governor has, under instructions received from the Secretary of State for the Colonies, appointed Henry Harold Scott, M. D., M. R. C. P. (London), M. R. C. S. (Engl.), F. R. S. (Edin.), D. P. H., to be Government Bacteriologist.

During May, the average mean temperature recorded by the Hongkong Observatory was 76.1, the highest being 83.4, on the 23rd, and the lowest 67.6, on the 1st. There were 13.15 inches of rain and 135 hours of sunshine, whilst the average humidity was 88.

The Gazette contains a list of the names of officers of the Hongkong Volunteer Reserve, and the Hongkong Defence Corps who have been granted permission by the Governor to retain their rank and to wear the uniform of their unit, in accordance with Army Order 265 of 1919, on their ceasing to be employed. The permission granted is not effective outside the Colony of Hongkong.

We are informed by Bishop Pozzoni that the Rev. L. Versiglia, Superior of the Salesian Fathers of Macao, has been elected Bishop of Shiu Chow Prefecture, the capital of which is Shiu Kwan, situated at the junction of the North River and Won Sui. Monsignor Versiglia is very well-known in Hongkong. About nine years ago he was the guest of Bishop Pozzoni for several months, during which time he was occupied in preaching and in the administration of the sacraments. He is a very learned scholar and has gained a large circle of friends by his cheerful and sympathetic disposition. His numerous friends in the Colony will be glad to learn of the promotion he has received.

bear by British traders. The right of competition must be given to all for it is competition alone that provides the stimulus to production of the best and cheapest. The people at home should have nothing to do with the false ideas of bolstering up what cannot stand by reason of its own merits, for such a procedure only encourages high prices and limited production.

SHIPPING NOTES.

(BY "NEPTUNE").

There appears to be no improvement in the freight market, which is now absolutely flat. A recent fixture that I have heard of is that of one of the "Kwah" vessels, which was previously a German boat, requisitioned by the Chinese Government. This vessel has been time-chartered for a year at \$5 per ton, its activities not being confined to any area. The rate strikes me as being below what is really ruling at the present time. Owners of small boats for coastal trading are demanding \$8 per ton. There appears to be no demand for tonnage for Wuhu to Canton, nor between Dalny and Newchwang to Amoy, nor for the Hongkong-Saigon run. Some rice has been coming in from Saigon, but it has been transported in the dealers' own boats, and not in vessels that have been chartered. I have not heard of any fixture being made for Newchwang-Dalny-Hongkong-Canton. During the week it was reported that a charter for the Changchow, a B. and S. boat, had been arranged \$3 per ton for Port Coubert to Canton.

Often one hears it said that ocean freight rates are due for a slump. To judge from the remarks of some shippers, one would imagine their opinion is that within a short time—say, within a year—the bottom will fall out of the market, and we shall see a period of rates lower than those current in pre-war days. To prophesy is always dangerous—unless you know. But in forecasting the future trend of commercial rates, it is well to remember that ocean freights are subject to the invariable law of supply and demand. If there are more bottoms than cargo, rates must drop, and if there is more demand for space than is available, rates must be high. But there are factors in the situation that must modify the apparently simple question of supply and demand. No shipowner will operate his ship unless he can make a profit thereby, and to earn a profit he must obtain rates sufficiently high to cover all disbursements and leave a surplus.

If rates were to fall to average pre-war levels, the return to the shipowner would in most cases be too low to ensure a profit, for the reason that operating costs are very much higher than before. Not only are the ships themselves more costly but repairs and maintenance are higher, wages for officers and seamen and the bills for their food and for ship's stores are on a higher level than ever before; dock dues are heavier, and, lastly, prices of bunker coal have increased everywhere. When the world settles down to a more or less normal commercial status as regards marine transportation, the ordinary principles of supply and demand will again operate, and the likelihood undoubtedly is that freight rates will drop to a level commensurate with a profitable employment of the vessels engaged. That rates can fall below that mark is commercially impossible, and for this reason there is little chance of a return to pre-war level for some years ahead.

The Court of Enquiry which will shortly be held at the Marine Court into the stranding of the Fausang should elicit more than the meagre information that the public at present has of the cause of the mishap. Of late, the Indo-China Steam Navigation Company have been very unfortunate with their fleet. It is left to be seen whether a new vessel will be built or purchased to replace the Fausang.

Commander Beckwith, since he took over charge of the Harbour Office, has introduced a number of changes, and has been at pains to re-arrange his office, which he has done very successfully. It remains to be seen whether he will prove a good successor to Captain Basil Taylor, but on this score I have no doubts. We must not forget that the services that Captain Taylor rendered the Hongkong Government were of a sterling character, and he gave his best, both in work and in years. He was always very keen on improving the harbour, and although he seldom carried the day, yet that did not seem to dishearten him. We wish him a well-earned rest in the Old Country.

Messrs. Butterfield and Swire, who are agents of the Blue Funnel Line, have information

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending June 19th, 1895.)

THE DOLLAR.

June 13th.—The rate of the Dollar, on demand, to-day is 1s. 1-7/8d.

A FAITHFUL AMAH.

June 13th.—The numerous friends of the late Mr. Kiley, will be glad to hear that his amah, who was sentenced to six weeks' imprisonment last Saturday for taking her master's watch and chain, without proper authority, was discharged from custody by Mr. Wodehouse at the Magistrate's this morning after a mass of evidence relating to the unfortunate woman had been heard. We understand the late Mr. Kiley's friends have subscribed towards the support of the amah and that she will be well looked after during the rest of her days.

A TIME HONOURED INSTITUTION.

June 14.—At the Institution of Engineers this evening at 8.45 o'clock, Mr. W. C. Jack will read a paper on "Shipbuilding and Engineering in the Far East." The reading of the paper will be followed by a smoking concert.

SHOOTING COMPETITION.

June 15th.—The Maxim Gun Corps June Competition for their Championship Challenge Cup took place this afternoon on the Police Range, Kowloon, over the 200 and 500 yards ranges and resulted in a sixth win for Corporal Smyth with a total of 56: 38 at each distance. Sergeant Firth tied the winner with 29 at 200 yards and 27 at 500 yards, but had to give way in consequence of the inferiority of his score at the longer distance. Gunner G. P. Lammert was third with 53.

A C.M.G. WANTED.

June 15th.—Mr. J. J. Francis, Q. C. of Hongkong, has succeeded in making what is a record in his taste. The procreation no doubt was great. During the time of the plague at Hongkong, Mr. Francis has rendered public services. In reward for these services he seems to have expected at least a C.M.G. and possibly something better. In place of that he received a handsome silver inkstand. That was too severe a trial for Mr. Francis, and he has hitherto that inkstand at the head of the Governor of Hongkong, accompanied by two columns of printed matter.

TOO GOOD TO BE TRUE.

June 17th.—It is reported that as a result of a long interview Mr. Whitehead, unofficial member of the Legislative Council of Hongkong, had with Lord Ripon at the Colonial Office on the 11th May that the Secretary of State for the Colonies has agreed to place one or two unofficial members on the Executive Council of Hongkong, and is further favourably considering the question of adding two unofficial members to the Legislative Council. If decided on, this will make the number of official and non-official members equal, and the Governor will have the casting vote.

that the latest addition to their extensive fleet, the s.s. Machon, is to be launched in Liverpool very soon, and the Lady Mayor of that port is to perform the ceremony of launching her.

With bigger ships being built every month for the Trans-Pacific trade, one may be pardoned for wondering if the companies that carry passengers from the United Kingdom and the United States to the Far East and to Australia by the eastern route are not in for a spell of very dangerous competition. The forthcoming delivery of the Canadian Pacific Ocean Service's "All Red Route" people into a very strong position, but their competitors are building very fast. A number of T.K.K. boats are known to be well under way, while I hear that the O.S.K. are also building some half dozen ships of about 14,000 tons gross for passenger trade between Japan and Tacoma. Amongst the recent orders placed by steamship companies must be mentioned that for three steamers of about 20,000 gross tons each and of 17-knots, which the Nippon Yusen Kaisha are going to put on the Yokohama-Seattle run.

TO-DAY'S MISCELLANY.

The announcement that Petrograd has suffered another change of name, and is henceforth to be known as Leningrad, will be a warning to cartographers not to hurry with the map of Russia. Those who are issuing their war maps in monthly parts will be wise to conclude their series with Soviet-land, or whatever its name will be. And even then it may be necessary to trace the country on a state background, for the convenience of those who like to keep their geography up to date. Leningrad-to-day may be Trotskygrad-to-morrow, and Moscow and Nijni-Novgorod will hardly retain their old-world form. Trotsky seems inevitable.

Twenty-one foreign countries are sending representatives to the Great International Boy Scouts' Jamboree, which is to be held at Olympia from July 30 to August 7. British boys will, of course, be most numerous, but America is sending a large contingent, who hope to carry off many of the prizes. These, by the excellent rule of Scout law, are not intrinsically valuable, and consist mainly of laurel wreaths and certificates. Perhaps the most spectacular of the competitions will be the Marathon long-distance run by teams of three scouts on push bikes. After covering a hundred miles in 48 hours, each team must arrive together in the arena. Marks are awarded for the good condition of the Scout, his uniform, and his machine, for the log kept of the ride, and for camping and cooking arrangements made during the journey.

The Royal Astronomical Society attains the centenary of its foundation this year, but finding it impossible, for various reasons, to celebrate the occasion at present, it has deferred the actual commemoration until next year. The society was founded in 1820 and received its charter in 1831. Among its founders or earliest members were Sir John Herschel, who twice received its gold medal and later became its president; Charles Babbage, the famous mathematician; and Henry Colebrooke, the great Sanskrit scholar. The society met for many years at Somerset House, but removed to its present quarters at Burlington House in 1874. The centenary president is Professor A. Fowler, himself a gold medalist, a distinguished astronomer, and a leading member of several Government expeditions investigating solar eclipses.

Some sort of attempt is being made at home to bring order out of the ballroom chaos which at present passes by the name of dancing. Hitherto most dances have been go-as-you-please affairs. Dancers bring their own method, their own partner, their own steps, and suit them all as best they can to the music. The spectacle of sliding, hopping, spinning, and stamping couples merged together in a whirligig of motion, each dancer out-doing the other in quaint gestures and eccentric ambulations, is one that has waited over long for correction. Most games and pastimes have an association which draws up rules and regulations, and generally exercises some judicious supervision over their performance. Dancing is certainly a pastime that calls for some disciplinary measures to keep it within the bounds of elegance. Most of us are tired of the vers libre of motion.

The Oriental passenger trade is therefore being well exploited.

Appropos of what I have said above, it is now announced that from May 1st the freights from the United Kingdom to the Far East have been increased by 25 per cent. British and Japanese steamship companies having combined in this action. It is hoped that the Japanese shippers will at all times observe the pact. The new management is hardly surprising, as I have already explained that working costs have jumped up considerably, without the prospect of their coming down. Under the circumstances the advance was inevitable. The British line trading with China and the Far East rightly claim that in view especially of the general level of freights their rates have been on a very moderate basis.

[These Shipping Notes will appear weekly on Saturdays.]

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The life story of Sir Basil Zaharoff, G. C. B., G. R. E., resident of London, Paris, Athens, Madrid, and Monte Carlo, amasser of magic millions, and plotter of sensational philanthropic surprises is perhaps the strangest tale of riches and romance in the history of modern Europe. writes a correspondent in a British paper. No parallel to his remarkable career is to be found outside the Arabian Nights.

The Millionaire of Mystery, as he is called, is the uncrowned caliph of to-day: direct descendant of the romantic Haroun al-Raschid, celebrated in ancient story. He moves from one capital to another, enveloped always, as was the classic caliph of Bticon, in the cloak of mystery. Suddenly he appears before some astonished Scheherazade, bestows an amazing gift, and as suddenly departs.

He gave £300,000 a year to the Greek Government during the Balkan wars. The city of Athens received £100,000 from him for the establishment of a radio-telegraph station. He presented £20,000 to a fund for training French athletes for the Olympic Games. He established a Chair of Aeronautics in the Paris Sorbonne, at a cost of £28,000, and a similar chair in the University of Petrograd. He gave £25,000 to London University for a Chair of Flying, and a like amount to Oxford for a Chair of French. Palatial legations for the Greek Government have been provided by him in nearly every capital of the world.

SHUNS PUBLICITY.

It is impossible to place any estimate upon his gifts to charity, for this modern al-Raschid discloses his identity only when he must. He shuns the limelight of publicity, always keeping his own personality carefully veiled. A genuine Oriental flavour of his affairs.

Years ago—he is now sixty-seven—the son of Greek mother and Russian father, who were living in comparative poverty in Russia, he came to Paris to seek

fortune. To-day he lives in magnificence and luxury beyond dreams of ancient princes. He enjoys the fellowship of the elect, the homage of beauty, the adulation of statesmen, the esteem of scholars. He dines with the rulers of nations. He can match gold, art treasures, castles, states, ships, banks, and commercial enterprises with any Cicerus of Europe.

Sir Basil it was whose influence caused the Greeks to array themselves with the Allies against Germany. His many helpful activities won him the grateful recognition of a dozen countries. Germany placed a starting price upon his head, and his every movement became an especial mark of her espionage system.

He is an international power—this unassuming little man of a mystery—but not one person in a million knows anything about him. Even his business associates have learned very little concerning his affairs. They do not know how much money he is worth, or how he amassed his fabulous wealth. They have no knowledge of his philanthropic contributions. They cannot say where he is to be found.

UNIVERSAL FINANCIER.

Sir Basil is one of the largest shareholders of Messrs. Vickers, Limited, and of a number of other London firms. He has great shipping interests in the north. He is reputed to control half a hundred banks, and to have extensive business interests in all the principal cities in Europe.

This uncrowned potentate, who practically unknown, has become a dominant figure in world affairs; this romantic caliph, who appears from nowhere to render invaluable assistance to strivers for culture and progress, and who pours gold into the impoverished coffers of universities and Government, is a retiring, distinguished looking little man, with kindly blue-grey eyes, an intellectual face, and white hair, mustache, and imperial. He seems always to be in a genial mood. It is stated that he has never been known to appear without a red carnation in the lapel of his smartly cut morning coat.

Sir Basil spends most of his time at one or another of his chateaux in France, or at Monte Carlo, taking fleeting trips to London and other capitals three or four times a year. The peasants in the villages near his various chateaux look upon him with the same reverent admiration and wonder that children bestow upon fairy godmothers. He is to them the greatest man in the world beside Marshal Foch. He owns 1,000,000,000 francs, they have heard, and he is lavish in his gifts to them.

STILL A BACHELOR.

Sir Basil now stays while in London at the Carlton. Until recently he maintained a palatial double suite in a fashionable residential hotel in the West End. He had kept the apartments twelve years, living in them three or four weeks each year. He is a bachelor.

The habitual casualness of the great philanthropist is illustrated by the manner in which his gift to the Sorbonne was made. He sauntered into the university buildings, and, conversing with a porter, asked quite incidentally where he could apply to endow a Chair of Aeronautics. The director afterwards informed him that a chair in the Sorbonne would cost no less than £28,000. The modern caliph produced his magic cheque-book, wrote a cheque for that amount, and unconcernedly strolled out again.

During the war Sir Basil had many escapes from capture by the Germans. Once, during their rush on Paris, they entered one end of the park of his chateau as he escaped at the other.

On another occasion his steamer was stopped a day out from port by a German submarine. The "caliph" admits that at this point he thought he really was trapped. His quick mind seized on a subterfuge, however, and he went below. The Hun broke in Sir Basil's cabin, and found a man under the bunk. So strenuous were his protests that a sack for the head and much rope for the body had to be used before he could be hustled into the submarine, which pushed off.

The captain of the steamer was not a superstitious man, but when an hour later he found the "caliph" standing at his elbow he could have crossed himself.

FOUR SEWING COTTON FIRMS UNITE.

Four well-known Lancashire sewing cotton and thread manufacturing firms have amalgamated. The firms are—British Thread Co. Ltd., Cardigan Thread Mills Co. Ltd., Walker Thread Co. Ltd., and Amalgamation takes effect from February 14 last, and the new concern will work under the title of the British Thread Mills Ltd., with a capital of £600,000 all in ordinary shares of 21 each. Two hundred thousand of these will remain unissued for the present. A portion of the 400,000 issued shares will be offered to the public in the next 10 days or fortnight.

NOTICES.

DAIRY FARM NEWS.

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New shipments ex S. S. "Cardiganshire"

Selected Fillets	60 cents per lb.
Finnan Haddocks	50 " " "
Selected Kippers	40 " " "
Red Herrings	30 " " "
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OF
JOAN OF ARC
WHO
FOUGHT WITH MEN,
WAS LOVED BY MEN,
AND KILLED BY MEN.

THE CROWN.



MUSIC FIENDS.

NEIGHBOUR WITH THE ETERNAL PIANO.

A Willesden resident who is sorely troubled by a neighbour's gramophone speaks in the name of a great section of the public. There must be thousands of sufferers throughout the country, not only from the gramophone operator, but from the piano fiend, and the perpetual bluster, says the Daily News.

Moved by the pathetic appeal of one of these tormented souls, the Home Editor of The Daily News is offering a prize of two guineas for the best piece of advice, drawn from personal experience, on how to deal with the musical neighbour who insists on giving scope to his talents in the small hours of the morning.

Two heroic figures who have actually conquered the piano fiend are brought to mind. One was a man occupying a flat above that of a lady who insisted on strumming through the night as well as during the day. Polite remonstrance, pointed appeals, and heated protests were alike unavailing. In despair, the sufferer bought a French horn, and carried out a policy of re-

prisals. Whenever the piano played late at night the French horn was invoked. The pianist made a strenuous fight, but the blatant brass proved too powerful, and she had to give in.

In the second instance, the sufferer had the piano fiend for a next-door neighbour. He had been reduced to despair, when he conceived the idea of calling in all his friends to make a united assault on the enemy. Armed with combs-and-paper, whistles, and tin-cans, they sat and waited till the piano started tinkling at midnight. They replied with pandemonium. The pianist capitulated.

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July 1	Empress of Russia	July 1	July 19
July 29	Empress of Asia	July 29	Aug. 10
Aug. 12	Monteagle	Aug. 12	Aug. 16
Aug. 26	Empress of Russia	Aug. 26	Sept. 5
Sept. 14	Empress of Japan	Sept. 14	Sept. 13
Sept. 23	Empress of Asia	Sept. 23	Oct. 5
Oct. 21	Empress of Russia	Oct. 21	Oct. 11
Oct. 26	Monteagle	Oct. 26	Nov. 8
Nov. 9	Empress of Japan	Nov. 9	Nov. 19
Nov. 18	Empress of Asia	Nov. 18	Nov. 30
Dec. 16	Empress of Russia	Dec. 16	Dec. 6

Passengers to Europe are strongly urged to determine the exact day of the Atlantic sailing desired prior to departure from the Pacific. For the conditions on the Atlantic, see the circulars issued by the Pacific Steamship Company. For the conditions on the Pacific, see the circulars issued by the Canadian Pacific Ocean Services.

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

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SIBERIA MARU	20,100	15th June, from Yokohama
SHIMIZU MARU	22,000	17th June
YOKOHAMA MARU	9,000	17th July
YOKOHAMA MARU	24,000	17th July
YOKOHAMA MARU	24,000	17th Aug

* Calling at Kobe, etc. * Omitting call at Shanghai.

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Steamers: KATO MARU, 17,000 tons, 12th July; ARTO MARU, 14,000 tons, 9th Sept.; SEIYO MARU, 14,000 tons, 9th Nov.

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DOLLAR LINE.

SAILINGS FROM HONGKONG FOR VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS	SAILING DATE
"GRACE DOLLAR"	AUG. 3RD.
"MELVILLE DOLLAR"	SEPT. 17TH.
"HAROLD DOLLAR"	OCT. 9TH.

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GENERAL POST OFFICE BUILDING TEL. 793.
THIRD FLOOR "792"

SAN FRANCISCO.

STEAMERS	SAILING DATE
"WEST HARTS"	JULY 1ST.
"HIGHO"	JULY 10TH.
"WEST IRA"	JULY 15th.

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SAILING DATES.

EUROPE, U.S.A., ETC.

West Hiram S. & D.	June 12
Slavic Prince S. T. Co.	June 14
Japan P. & O.	June 14
Korea M. T. K. K.	June 14
Glymont R. D. Co.	June 14
Fushimi M. N. Y. K.	June 15
Montague A. L.	June 15
Equador P. M. Co.	June 15
Tanahima M. N. Y. K.	June 15
Havre M. O. S. K.	June 16
Mitsuki M. O. S. K.	June 17
Shiyo M. T. K. K.	June 17
West Hiram L. A. Co.	June 17
Nellore T. & O.	June 18
Crosskeys A. L.	June 18
Van Waerwyck J. C. J. L.	June 18
Siberia M. T. K. K.	June 18
Nile C. M. Co.	June 19
Toyooka M. N. Y. K.	June 20
Parola D. & Co.	June 20
Maquan F. W. Co.	June 20
Taranga M. N. Y. K.	June 21
Iconium A. L.	June 22
Waban A. L.	June 23
Tango M. N. Y. K.	June 23
E. Trader S. & D.	June 23
Inaba M. N. Y. K.	June 25
Amazon M. O. S. K.	June 26
Africa M. O. S. K.	June 26
Wytherville A. L.	June 29
Tajima M. N. Y. K.	June 30
Saigon M. O. S. K.	June 30
Kawachi M. N. Y. K.	July 1
Cadaretta R. D. Co.	July 1
Katori M. N. Y. K.	July 2
Abercrombie A. L.	July 4
Deucalion B. L.	July 5
Seattle M. O. S. K.	July 8
Ferdia M. T. K. K.	July 8
Tokwa M. N. Y. K.	July 9
Higho R. D. Co.	July 10
West Ira R. D. Co.	July 10
Kathlan B. L.	July 10
Himalaya M. O. S. K.	July 11
Persna M. O. S. K.	July 11
Himalaya M. O. S. K.	July 11
West Montaji L. A. Co.	July 17
Arizona M. O. S. K.	July 17
Nikko M. N. Y. K.	July 21
China C. M. Co.	July 22
West Ira F. W. Co.	July 25

JAPAN, COAST PORTS, ETC.

Yingchow B. & S.	June 12
Iphodas J. C. J. L.	June 13
Shinryu M. N. Y. K.	June 13
Kailong B. & S.	June 13
Changchow B. & S.	June 13
Shisen M. O. S. K.	June 14
Huichow B. & S.	June 14
Japan P. & O.	June 14
Hailong D. L. Co.	June 15
Iebang B. & S.	June 15
Takung J. M. Co.	June 15
Luchow B. & S.	June 15
G. Apar P. & O.	June 15
Chunyang J. M. Co.	June 16
Penang M. N. Y. K.	June 16
Hangang J. M. Co.	June 16
Sosho M. O. S. K.	June 17
Sunning B. & S.	June 17
Talan M. N. Y. K.	June 18
Iyo M. N. Y. K.	June 18
Hailong D. L. Co.	June 18
Kueichow B. & S.	June 18
Wingsang J. M. Co.	June 18
Kumsang J. M. Co.	June 18
Doylestown P. M. Co.	June 19
Kosoku M. O. S. K.	June 20
Tjimanook J. C. J. L.	June 21
Nikko M. N. Y. K.	June 21
Hailong D. L. Co.	June 22
Malacca M. N. Y. K.	June 25
Ganges M. O. S. K.	June 25
Delagoa M. N. Y. K.	June 27
Shisen M. O. S. K.	July 2
Yokofu M. N. Y. K.	July 2



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"MONTAGUE"	About June 15th
"WISAN"	June 23rd
"ABERCOL"	July 4th
"PAWLEY"	July 25th

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S.S. WEST HIXTON June 15 S.S. WEST HIXTON June 17

S.S. WEST MONTOP July 10 S.S. WEST MONTOP July 12

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EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NELLORE	7,000	18th June	M'les, L'bon & Antwerp
KARMALA	9,000	30th June	M'les, L'bon & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	14 June, 1 p.m.	Calcutta via Singapore Ponang & Bangkok.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	21st July	McMurrin via Sandakan, Thra- day Island, Cairns, Town- sville, Brisbane and Sydney.
EASTERN	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

APCAR	4,600	16th June	Shanghai & Japan.
DEVANHA	8,100	19th June	Shanghai & Japan.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATIONSEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
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TAJIMA M. (Calling Manila & Keelung) Wed., 20th June, at 11 a.m.
KATSUMI M. (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

TSURUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIKKO MARU ... Wednesday, 23rd June, at 11 a.m.NEW YORK & HAVANA via Shanghai, Kobe, Yokohama,
Muroan, San Francisco, Panama & Colon.

TOYOOKA MARU ... Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.
KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU ... Friday, 18th June.

YETOROFU MARU ... Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

DELAGOA MARU ... Sunday, 27th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Monday, 21st June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

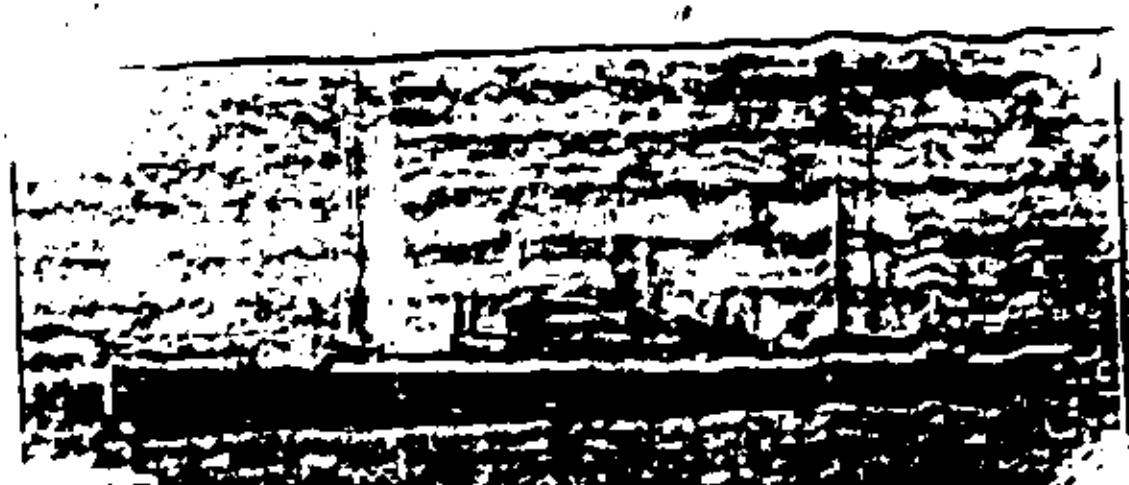
SHIRYU MARU ... Sunday, 13th June.

PENANG MARU ... Wednesday, 16th June.

IVO MARU ... Friday, 18th June, at 11 a.m.

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Timanok	Java	16th June	21st June Japan.

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"SEATTLE MARU" ... Thursday, 8th July.

"MEXICO MARU" ... Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"CANONS MARU" ... Friday, 25th June.

"SAIGON MARU" ... End of June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to
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"MITSUKI MARU" ... Thursday, 17th June.

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"ARIZONA MARU" ... Saturday, 17th July.

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KEELUNG via SWATOW & AMOY—These steamers have
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TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 17th June.

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SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
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CHANGSHA ... 6th July ... 10th July.

This steamer is fitted with Refrigerating machinery; ensuring
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FOR SHANGHAI & YOKOHAMA.

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For JAPAN, S.S. "RIOJUN MARU"

Sailing on or about 27th June.

For JAVA, "HOKUTO MARU"

Sailing on or about 27th June.

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Steamship services Trans-Pacific,
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Taking cargo on through Bills of Lading to South African
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COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
-------------	---------	---------

HAIPHONG via Hoibow Taksang ... Tues., 15th June at 8 a.m.

SINGAPORE, Penang & Java via Amoy ... Chunsang ... Wed., 16th June at 3 p.m.

SHANGHAI ... Hangsang ... Wed., 16th June at 4 p.m.

MANILA ... Wingsang ... Fri., 18th June at 3 p.m.

STRAITS & Calcutta ... Kumsang ... Fri., 18th June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to
Calcutta, Penang and Singapore; Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.SHANGHAI LINE—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.MANILA LINE—A weekly service is maintained with Manila by
vessels with good passengers accommodation, sailings from
both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passenger
and cargo, calling at Hoibow when inducement offers.BORNEO LINE—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.Cargo taken on through Bills of Lading for Kuala, Jesselton,
Labuan, Tawau and Lahad Datu.TIENTSIN LINE—A regular service is run from March to Nov.
between Hongkong & Tientsin calling at Weihaiwei & Chafoo.**CALCUTTA LINE.**S.S. "CHUNSAUNG" will be despatched on or about
June 15th, for JAVA PORTS via SINGAPORE, PENANG,
BELAWAN & DELI.Cargo accepted on Through Bills of Lading (Transshipment
at Singapore) to RANGOON, PORTS SWETTENHAM,
MADRAS and CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
-----	----------	---------

SHANGHAI & TSINGTAO Yingchow ... 13th June at 4 p.m.

H'OW, PHOI & H'PHONG Kailong ... 13th June at 9 a.m.

SWATOW & SINGAPORE Changchow ... 14th June at 11 a.m.

CEBU & ILOILO Hoihow ... 14th June at noon.

SWATOW & BANGKOK Luchow ... 15th June at 11 a.m.

AMOY, SHAI & PUKOW Ichang ... 15th June at 3 p.m.

SHANGHAI Sunning ... 17th June at noon.

WEIHAIWEI, CHEFOO & TIENTSIN

Kueichow ... 18th June at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidst Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are Landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong June, 11, 1920.

DOUGLAS STEAMSHIP CO., LD

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.FOR SWATOW, AMOY AND FOCHOW AND RETURN
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
------------	---------	---------

Hailong ... J. S. Thomson ... TUES., 15th June at 2 p.m.

Hailong ... W. C. Passmore ... FRI., 18th June at 2 p.m.

Hailong ... A. H. Stewart ... TUES., 22nd June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

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AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong

"DEUCALION" ... via Suez ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passage apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.**MOVEMENTS OF STEAMERS.**The N. Y. K. s.s. AKITA M.
(Hamburg Line) left Rotterdam
for this port via Suez on the 18th
May, and is expected here on the
5th July.The N. Y. K. s.s. DURBAN M.
(Hamburg Line) left London for
this port via Suez on the 8th May
and is expected here on the 19th
June.The N. Y. K. s.s. IYO MARU
(European Line) left London for
this port via Suez on the 8th May
and is expected here on the 17th
June.The N. Y. K. s.s. TOYAMA M.
(Hamburg Line) left Antwerp
for this port via Suez on the 16th
May, and is expected here on the
27th June.The N. Y. K. s.s. ATSUTA M.
(European Line) left London for
this port via Suez on the 22nd
May and is expected here on the
30th June.The N. Y. K. s.s. SHIN-I M.
(Bombay Line) left Bombay for
this port direct on the 2nd June,
and is expected here on the 15th
June.The N. Y. K. s.s. RIMI M.
(Bombay Line) left Bombay for
this port direct on the 2nd June,
and is expected here on the 30th
June.The N. Y. K. s.s. NIKKO M.
(Australian Line) left Sydney
for this port via Manila on the
3rd June, and is expected here
on the 23rd June.The R. M. S. s.s. EMPRESS OF
JAPAN arrived at Yokohama on
3rd June left there 6th June, and
is due at Vancouver on Wednes-
day 16th June.The s.s. MATTAWA arrived at
Colombo on 7th June, left there
8th June, and is due at Singapore
on 14th June.The R. M. S. s.s. EMPRESS OF
RUSSIA left Vancouver for
Hongkong, via Japan ports,
Shanghai and Manila, on the 3rd
June, and is due here on or
about the 24th June.The Admiral Line s.s. SAT-
SUMA sailed from Shanghai on
the morning of June 9th, and is
due to arrive at Hongkong June
12th.The P. & O. s.s. GREGORY
APCAR left Singapore for this
Port on the 9th instant at 11 a.m.
and is due here on the 14th inst.
at about noon.The China Mail Steamship
Co.'s s.s. NILE sailed from Singa-
pore on Wednesday, June 9th,
at 1 p.m. and is due to arrive in
Hongkong at daylight on Mon-
day, June 14th.The N. Y. K. s.s. TAIAN M.
(Bombay Line) left Kobe for this
port via M. J. on the 10th June,
and is expected here on the 17th
June.The R. M. S. MONTEAGLE
arrived at Keelung, on 10th June
a.m. left there 10th June p.m.
and is due at Shanghai (Woosung)
on 12th June.The N. Y. K. s.s. TAJIMA M.
(American Line) left Kobe for
this port via Moji and Shanghai,
on the 11th June and is expected
here on the 20th June.**CHURCH SERVICES.**A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING.Union Church.—Sunday, June
13th, Services conducted by Rev.
G. J. Williams. 11 a.m. Subject
of Sermon: The difference be-
tween Eternal Existence and
Eternal Life. Hymns, 35, 133,
294, 307, Metrical Psalms 22,
6 p.m. Subject of Sermon: The
Defensive and Offensive Tactics
of Mansoul, (with Recitation of
Rudyard Kipling's fine poem
"The Holy War"). Hymns, 23,
180, 203, 264, 272.St. John's Cathedral, Hongkong.
18th June, 1920, second Sunday
after Trinity. Holy Com-
munion (7.50 a.m.) Matins (11
a.m.) Responses, Psalms: Venite,
Tribute, Psalms, 10 (Tallis), Oake-
ley, 11 (Stainer); Te Deum,
Oakeley in F.; Jubilate, Oake-
ley; Anthem, "To God on high"
Mendelssohn, Hymn, 266. Litany
(12 noon.) Evensong (6 p.m.)
Responses, Psalms: Psalms, 15,
18 (Kelway), 17 (Tallis);
Magnificat, Goss (7th evening);
Nunc Dimittis, Monk. Hymns,
540, 165, 206.First Church of Christ, Scotch,
MacDonnell Road.—Sunday,
11th a.m.—Wednesday, 1.30 p.m.
St. Peter's Church, West Point.
2nd & 8th after Trinity Eve's 1920,
1920, 8 a.m. Holy Communion.
11 a.m. Service Matins, Preacher,
The Chaplain.

TO-DAY'S PICTURES.



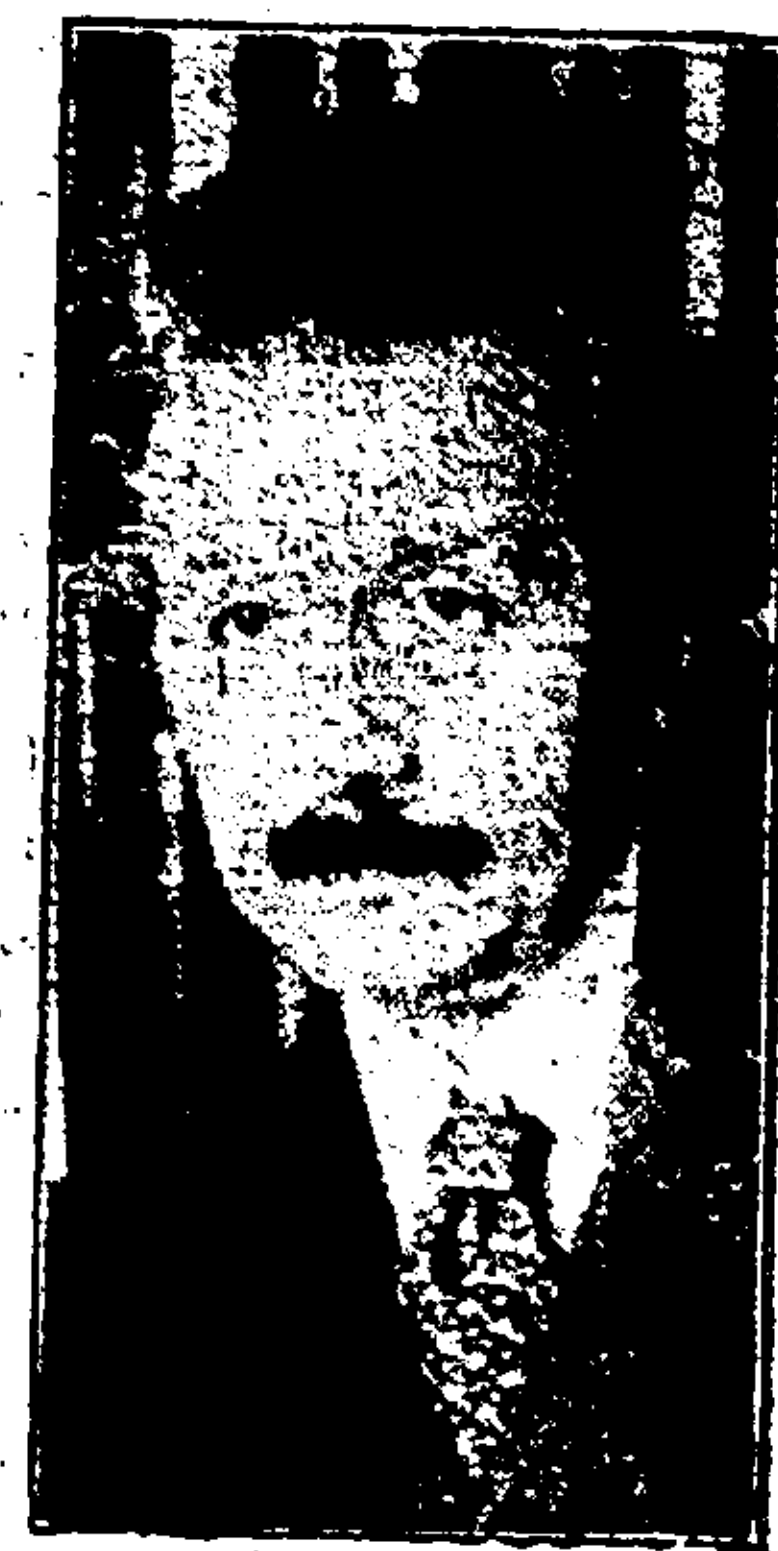
FIUME UNDER D'ANNUNZIO'S RULE.

A public square richly decorated with Italian flags and portraits of the King and Queen of Italy, General Diaz and D'Annunzio.



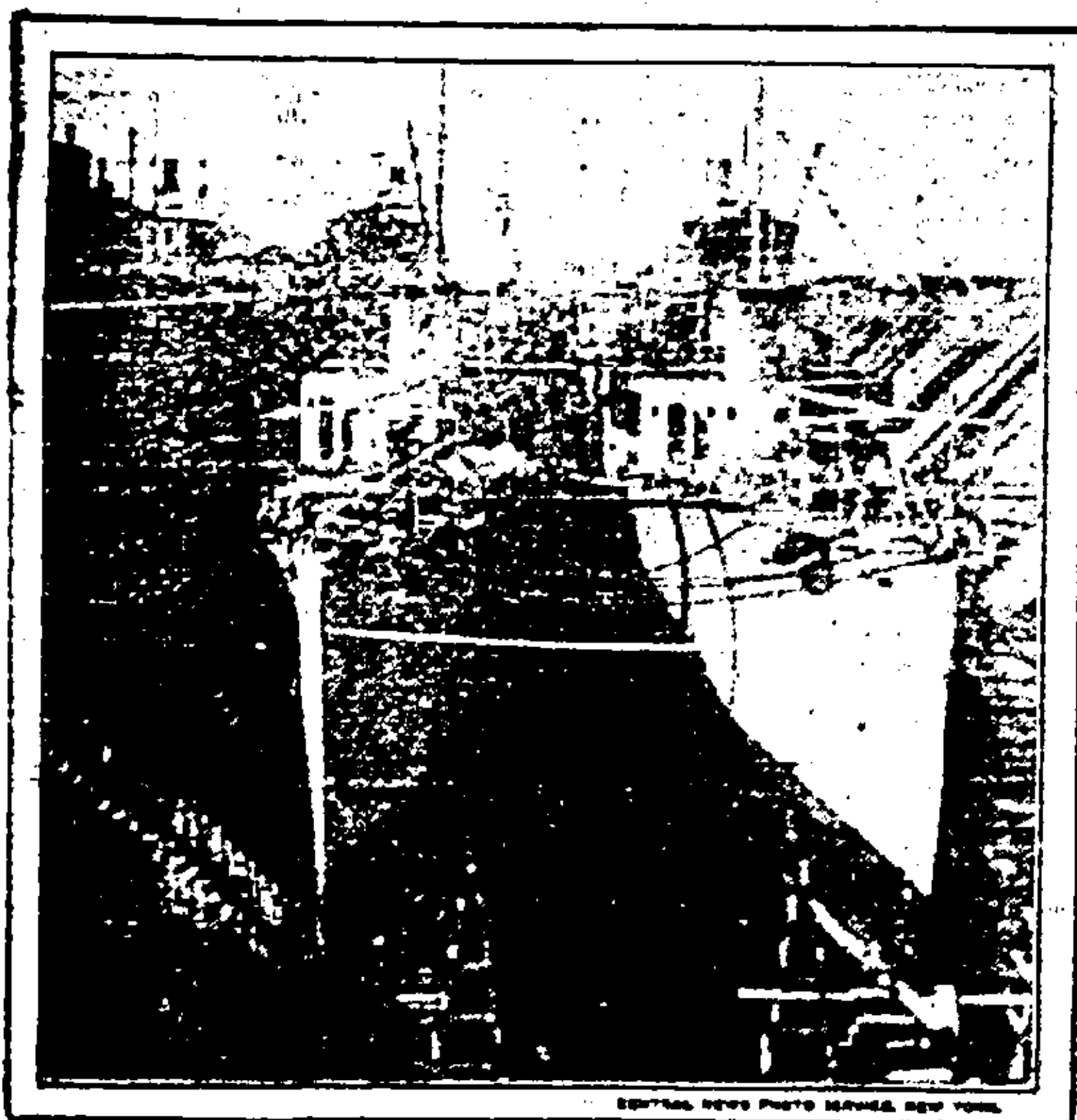
LATE MEXICAN PRESIDENT.

One of the last photos of President Carranza of Mexico, who was recently murdered. He is shown with Mr. G. R. Weeks, his confidential adviser.



NOTED SCIENTIST.

Albert Einstein, member of the Academy of Science of Berlin, formerly physical science professor at Prague and Zurich. Inaugurator of new doctrines in relativity, founded on four dimensions, three of which were known. The fourth, being the proper time and proper measure of each moving space or system of co-ordinates.



NEW TYPE OF DESTROYER.

Many destroyers are being built at Newport News, Va., where this photo was recently taken, showing two of the latest types about ready for launching. They are called flash-deck destroyers.



JAPANESE COMMANDER.

General Oki, commander of the Japanese forces which occupied Vladivostok recently.



ANTI-ALLIED TURK.

Mustafa Kemal Pasha is the leader of the Anti-Allied party in Turkey.



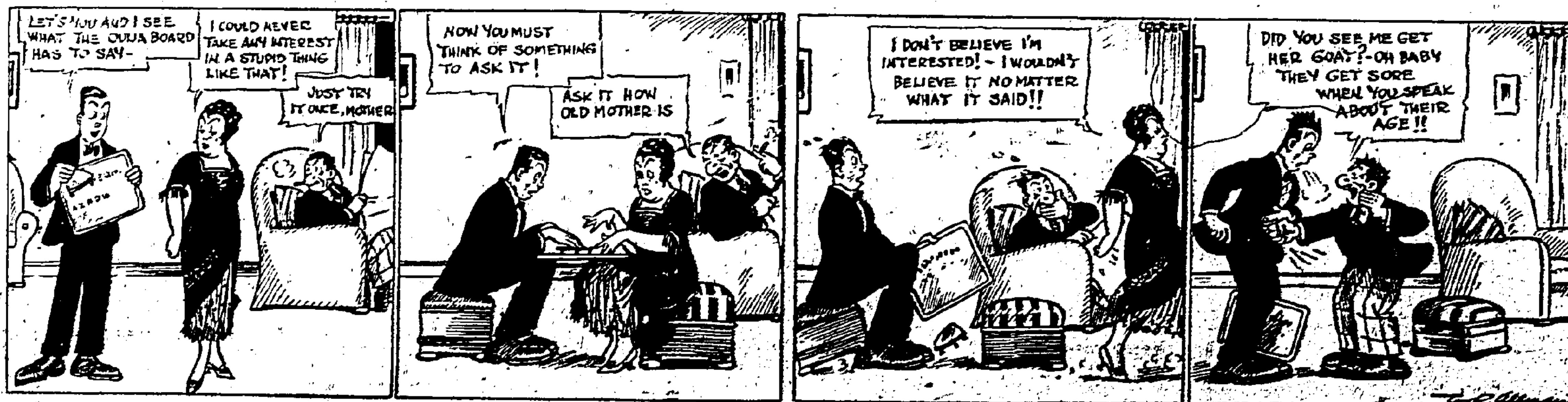
FOR WOUNDED SOLDIERS.

Wounded U.S. soldiers are being taught useful occupations. Above, one is seen taking an art course.

DOINGS OF THE DUFFS

Tom Must Have His Little Joke.

BY ALLMAN



PICTORIAL SUPPLEMENT.

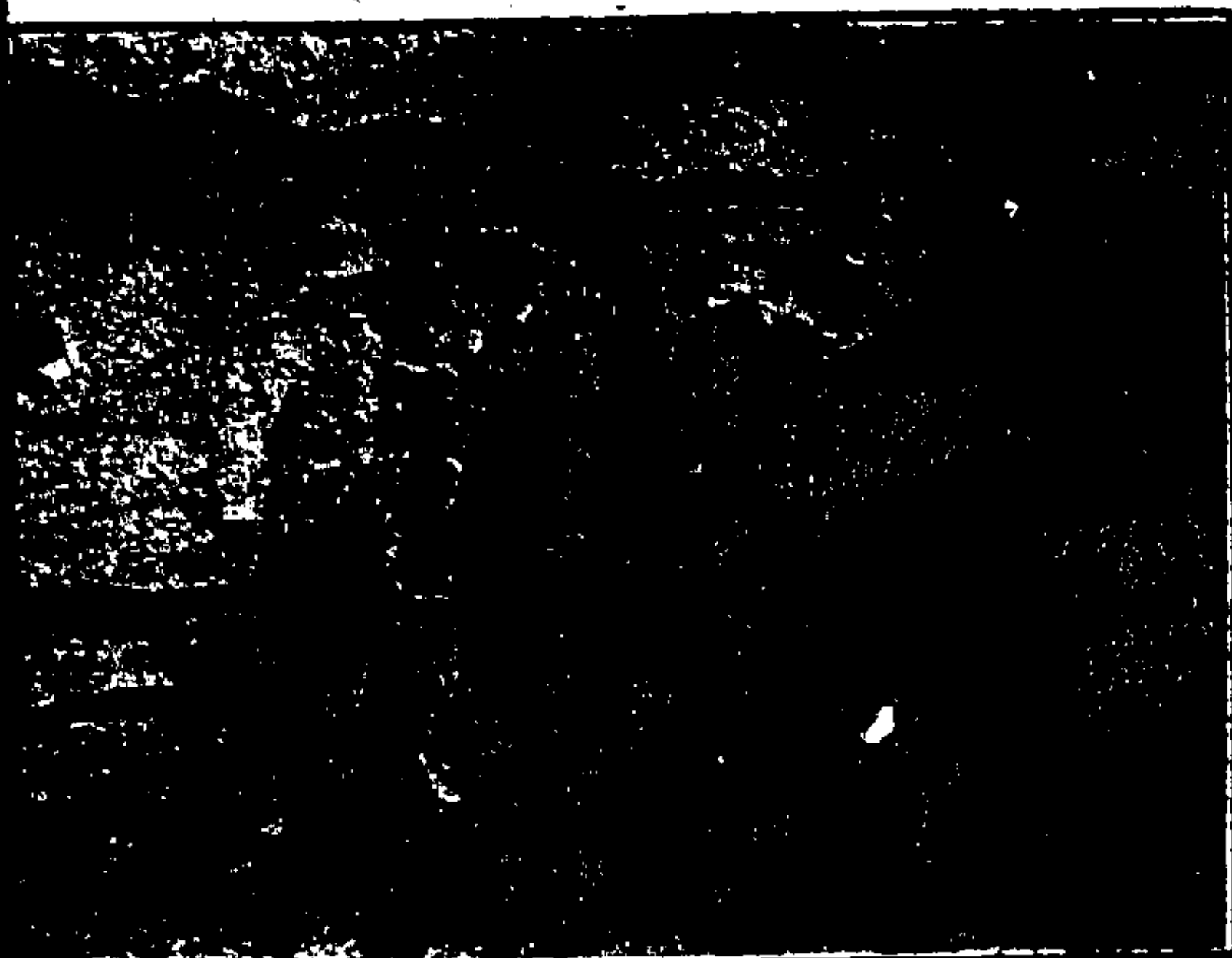


Photo: Mee Cheong.

H.E. the Governor (on extreme right) returning after his flight at Repulse Bay. Capt. Ricou is the second figure from left to right.



H.R.H. The Crown Prince of Roumania, who left Hongkong to-day for Japan.

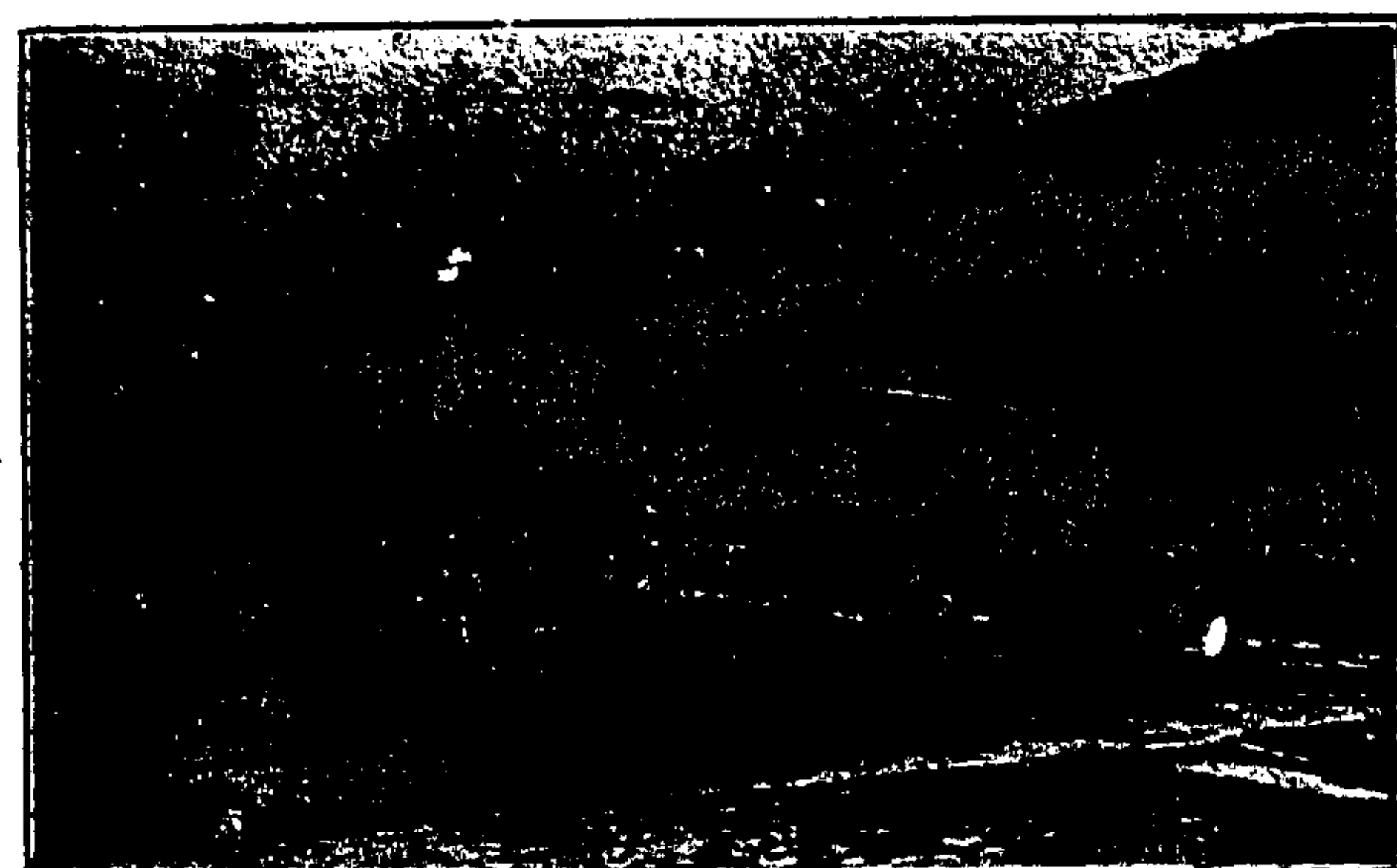


Photo: Mee Cheong.

One of Capt. Ricou's seaplanes at Repulse Bay.



Photo: Tientsin Press.

The first picture taken of Lieut. Ferrarin on arrival at Peking, on the Rome-Tokyo flight.



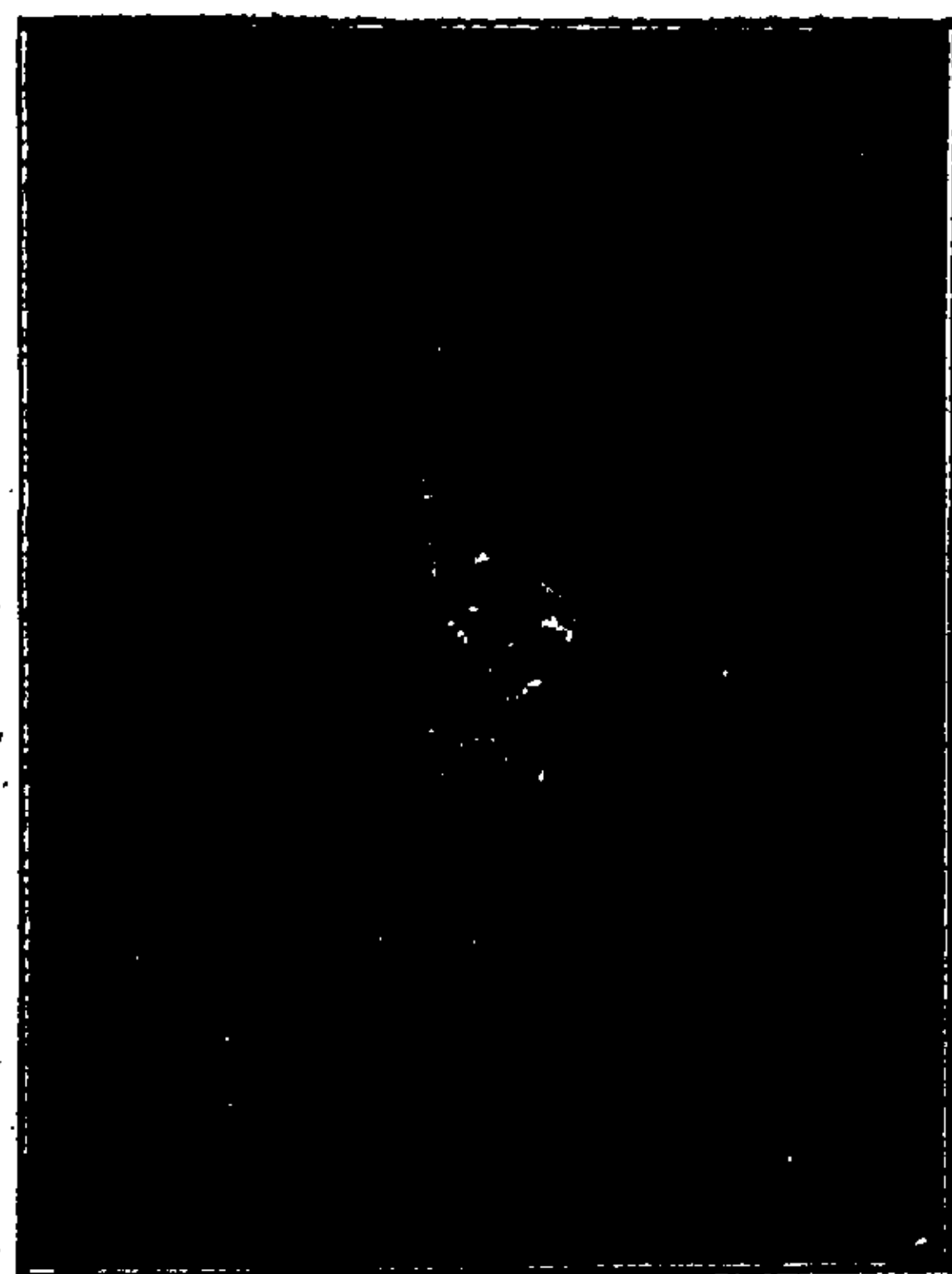
Photo: Mee Cheong.

Wedding of Dr. Arthur Woo and Miss Dorothy May Choy the bridal couple.



Photo: Tientsin Press.

The Italian Minister's wife, Marquise Durazzo, and a friend, awaiting the arrival of the Italian aviators at Peking.



Ng Sze Kwong, Hongkong Tennis Champion, delivering a service in the final tie.

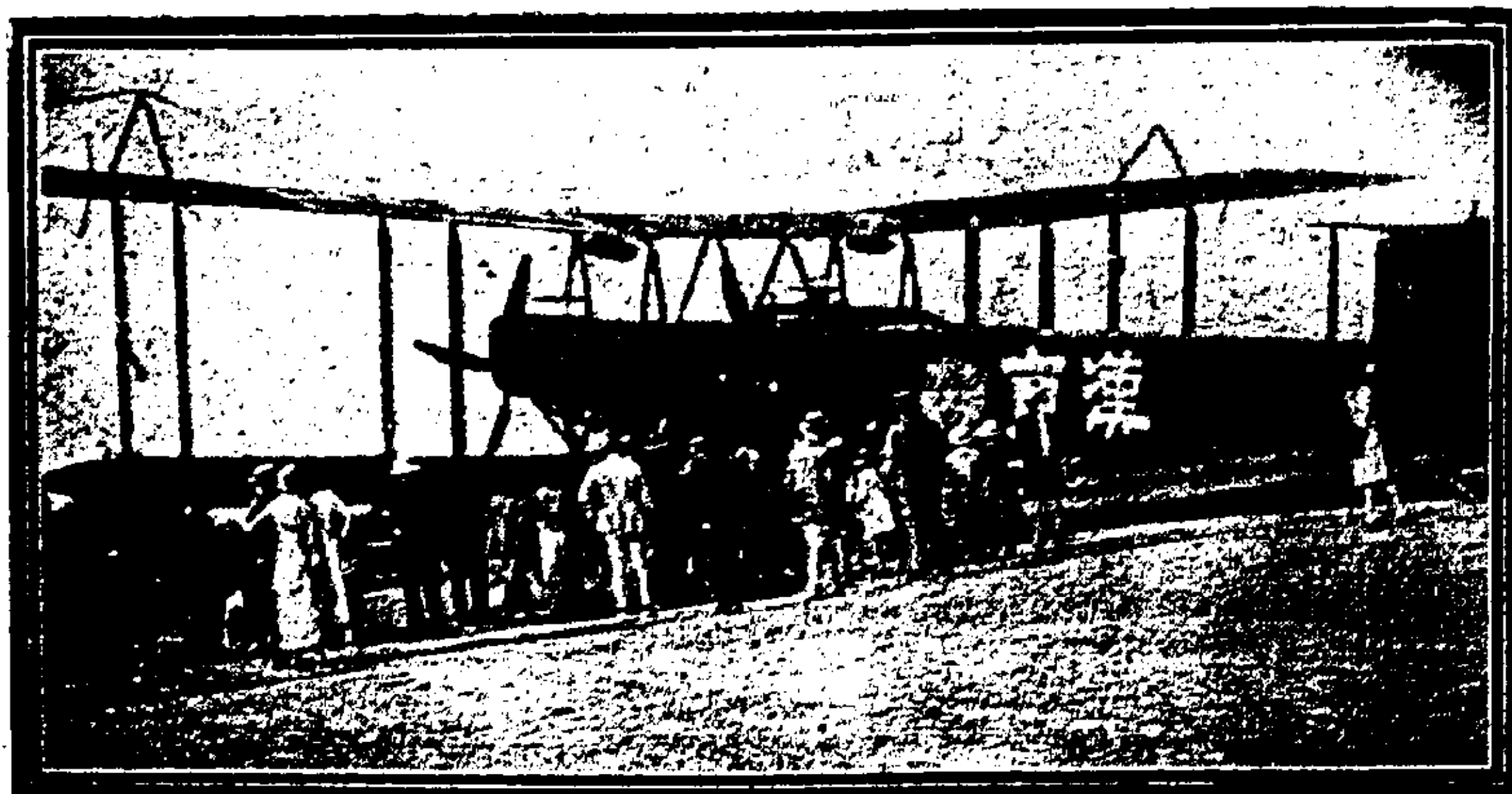


Photo: Tientsin Press.

The Handley Page aeroplane, "Kin Han," which did the flight from Peking to Tientsin in one-third of the time taken by express trains.



Snapshot of M. W. Lo, taken in the Championship final against Ng Sze Kwong.

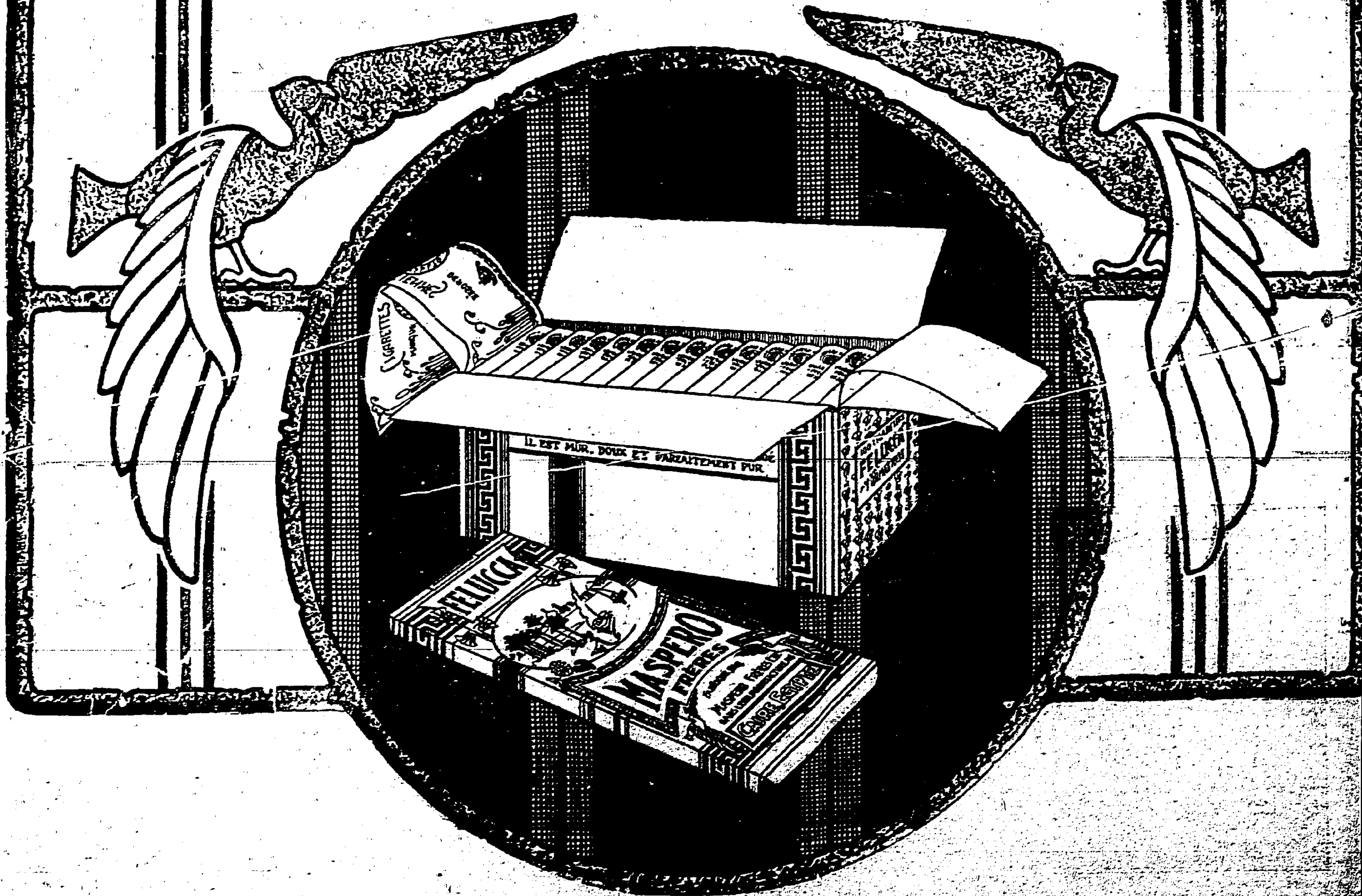
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"There may be Egyptian Cigarettes as good as Maspero Freres, — there can be no better.

"There may be cigarettes as popular as Maspero Freres; but not where Maspero Freres are sold.

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Specially
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In
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50
Cigarettes.

"GARRICK" CIGARETTES are manufactured from the FINEST
MATURED VIRGINIA LEAF, and therefore a delight to the heavy smoker
without the slightest fear of any disagreeable after effects.

This advertisement is loaned by British-American Tobacco Co., (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks	
H.K. & S. Banks	645 to 650
Marine Insurance	
Cantons	335
North China	178 1/2
Union	178 1/2
Yangtze	225
Far Eastern	17 1/2
Fire Insurance	
China Fire	123
H. K. Fire	305
Shipping	
Douglases	85
H.K. Steamboats	23 1/2
India (Prat)	18
India (Def.) L.R.	205 to 210
Shells	190 to 200
Ferries	23 1/2
Refineries	
Sugars	235 to 240
Malabon	54
Mining	
Kailans	100
Langkats	18
Shanghai Loans	18
Shai Explorations	13 1/2
Ranbs	30 1/2
Ironore	37 1/2
Ural Caspians	37 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	85 1/2
K. Docks	153 1/2 to 154
Shai Docks	131
N. Engineering	126
Lands, Hotel & Buildings	
Centrals	16 1/2
H.K. Hotels	125
L. Invest	115
H. Phreys Est.	7.10
K. Loan Lands	49
L. Reclamations	140
West Points	51
Cotton Mills	
Kwos	1.627 1/2
Kung Yiks	1.64
Lau Kung Mows	1.240
Oriental	1.350
Shai Cottons	1.43
Yangtzepeeps	1.43
Miscellaneous	
Cements	6.80
China Borneo	8 1/2 to 6 1/2
Do. Light old	7
China Providents	24 to 25
Dairy Farms	19
Electric H. K.	33
Electric Macao	24 1/2
Hongkong Ropes	7
Hk. Tramways	5.40 to 5 1/2
Do. new	70 cts.
Steam Laundries	4 1/2
Steel Foundries	10
Water-boats	12 1/2
Watsons	5.80
Wm. Powells	35
Wisemans	35

Hongkong, June 12, 1920.

EXCHANGE.

(Opening Rate; closing Rate on Page 11.)
SELLING.

T/T	3/9
Demand	3/9 1/2
30 d/s	3/9 1/2
60 d/s	3/9 1/2
4 m/s	3/9 1/2
T/T Shanghai	Nom.
T/T Singapore	162 1/2
T/T Japan	142
T/T India	184
Demand, India	184
T/T San Francisco	74
& New York	74
T/T Japan	189
T/T Marks	Nom.
T/T France	9.50
Demand, Paris	9.50

BUYING.

4 m/s. L/O	3/11 1/2
4 m/s. D/P	3/11 1/2
6 m/s. L/O	4/-
30 d/s. Sydney and Melbourne	4/- 1/4
30 d/s. San Francisco & New York	75 1/4
4 m/s. Marks	Nom.
4 m/s. France	10.10
6 m/s. France	10.30
Demand, Germany	74 1/2
Demand, New York	184
T/T Bombay	184
Demand, Bombay	184
T/T Calcutta	184
Demand, Calcutta	184
Demand, Manila	156
Demand, Singapore	162 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	5.25 Nom.
Gold leaf per Tael	35.80
Bar Silver, ready	51 1/4
forward	51
Bank of England rates 7 1/2	
New York/London	3.94 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$3/10 dis.
10	\$3/8 dis.
5	\$4/5 dis.
Canton subcoins	\$6 1/5 dis.

NOTICES.



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TO-DAY at 2.30 p.m.
MARGUERITE CLARK

"THE FORTUNES OF FIFI"

TO-DAY at 5.15 & 9.15 p.m.
GERALDINE FORDAK

"JOAN THE WOMAN"

TO-NIGHT at 7.15 p.m.
"ELMO THE MIGHTY"

Episodes 11 & 12.

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

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"THE COMMON LAW"

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POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the times given below unless otherwise stated, and where mails are advertised to close at or before 5 p.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits & Calcutta—Per SHINRYU, 12th June.
Japan—Per JAPAN, 12th June.
Straits—Per GREGORY APCAR, 14th June.
Shanghai—Per SUNNING, 14th June.
Straits—Per PENANG M., 15th June.
Straits—Per IYO MARU, 17th June.
Japan—Per TALAN M., 17th June.
Bombay—Per SHINI MARU, 19th June.
Straits—Per DURBAN MARU, 19th June.
Bombay—Per KIMI MARU, 20th June.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Foochow via Keelung—Per KAIJO M., 13th June, 9 a.m.
Swatow & Straits—Per CHANG-CHOW, 13th June, 9 a.m.
MONDAY, 14TH JUNE.
Cebu & Manila—Per HOIHOW, 14th June, 9 a.m.
Straits, Bangkok, Calcutta and Aden—Per JAPAN, 14th June, noon.

TUESDAY, 15TH JUNE.

Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA—Per FUSHIMI MARU, 15th June, Reg. 8.45 a.m. Letters 9.30 a.m.
Swatow and Bangkok—Per LUCHOW, 15th June, 10 a.m.

Swatow, Amoy and Foochow—Per HAILONG, 15th June, 1 p.m.

Amoy, Shanghai & North China—Per ICHANG, 15th June, 2 p.m.
Shanghai, North China & Japan via Kobe, Honolulu, Canada, United States, Central and South America & EUROPE VIA SAN FRANCISCO—Per EQUADOR, 15th June, Reg. 2.45 p.m. Letters 3.30 p.m.

THURSDAY, 17TH JUNE.

Shanghai and North China—Per SUNNING, 17th June, 10 a.m.
Formosa via Keelung, Shanghai, North China and Japan via Nagasaki, Honolulu, Canada, United States Central & South America and EUROPE VIA SAN FRANCISCO—Per SHINYO MARU, 17th June, Reg. 9.45 a.m. Letters 10.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt and EUROPE VIA MARSEILLES—Per NELLORE, 17th June, Reg. 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Wednesday, 16th June, at 5 p.m.

FRIDAY, 18TH JUNE.

Shanghai, North China & Japan via Kobe—Per IYO MARU, 18th June, 10 a.m.
Swatow, Amoy & Foochow—Per HAIHONG, 18th June, 1 p.m.
Philippine Islands—Per YUEN-SANG, 18th June, 2 p.m.
Wei-hai-wei, Chefoo & Tientsin—Per KUEICHOW, 18th June, 3 p.m.

MONDAY, 21ST JUNE.

Japan via Nagasaki—Per NIK-KO M., 21st June, 10 a.m.

TUESDAY, 22ND JUNE.

Swatow, Amoy & Foochow—Per HAIHONG, 22nd June, 1 p.m.

WEDNESDAY, 23RD JUNE.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per TANGO MARU, 23rd June, Reg. 8.45 a.m. Letters 9.30 a.m.

FRIDAY, 25TH JUNE.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per INABA M., 25th June, Reg. 9.45 a.m. Letters 10.30 a.m.

WEDNESDAY, 30TH JUNE.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Moji, Canada, United States, Central and South America & EUROPE VIA VICTORIA—Per TAJIMA MARU, 30th June, Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 1ST JULY.

Shanghai, N. C. Japan via Kobe—Per ATSUTA M., 1st July, 10 a.m.

FRIDAY 2ND JULY.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA—Per KATORI MARU, 2nd July, Reg. 8.45 a.m. Letters 9.30 a.m.

FORTY YEARS IN GAOL.

At the London Sessions recently, Sir Robert Wallace, K.C., sentenced John Taylor, a bricklayer, who pleaded "Guilty" to stealing a rug from a motor-car, to 12 months' imprisonment. Detective-Sergeant Broadhurst, of the C.I.D., in evidence, said the prisoner committed his first offence when he was 17 years of age. Including some 16 summary sentences, Taylor had spent 40 years in prison, having been for some time in Broadmoor Criminal Lunatic Asylum, suffering from senile dementia. The prisoner, "My friends, as they call themselves, bring me to this with the accused drink. Once I was ordered seven years and 21 lashes, and King Edward VII. remitted part of it. The Judge—You must have broken some prison regulations, then, to be ordered the 'cat'."